

# THE CHRISTIAN SCIENCE MONITOR

LAST EDITION

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## COAL MINERS INSIST ON FIXING MINIMUM WAGE OF THEIR OWN

Government Is Blocked by Refusal to Negotiate if Legislation Grants the Principle Sought by Men

## OWNERS ALSO FIRM

Scottish and South Welsh Proprietors Stubborn as They Claim Pact Broken—Unemployed List Swells

(Special cable to the Monitor)  
LONDON—At five o'clock Friday evening on the motion for the adjournment of the debate Mr. Asquith made the grave announcement that the negotiations with respect to the coal crisis had collapsed.

The Scottish owners in conjunction with the South Wales owners had, he said, persistently refused to come to terms on the ground that they held a working agreement with the men which was being violated. On the other hand the entire bodies of the men had declined to negotiate at all on the subject of the scale of the minimum wage.

Another attempt, he explained, would be made to reach a settlement, and he hoped that he might have a more satisfactory statement to make on Monday.

The prime minister's speech was received in silence, the gravity of the situation being apparent to everybody.

The readiness of the government to overcome the objections of the coal owners who are holding out, by compulsory legislation, has been frustrated by the refusal of the entire body of the miners to submit their scale of a minimum wage to negotiation.

The results of the stoppage are manifesting themselves all over the country. Great numbers of workers have been given notice that with the failure of the coal supply the machinery will have to be stopped. Thousands of men have already been discharged in this way and before many days are over the million odd strikers in the coal trade will have been added to by hundreds of thousands of discharges throughout the rest of the country. There is no need to exaggerate the situation by the publication of figures which cannot be verified in any way and which are pure guess work, but the undoubted fact remains that every day the volume of the unemployed is being enormously added to.

## New Effort to Be Made

(By the United Press)  
LONDON—Another meeting between representatives of the miners and operators is scheduled to be held here on Tuesday. The delegates are expected to have more power to arbitrate than at previous conferences, but little hope was expressed here today that a settlement would be reached owing to the uncompromising attitude of the South Wales operators.

Reports today stated that in many sections the mine officials had been forced to man the pumps personally to prevent the shafts from being flooded.

As a result of the coal strike all food prices were advanced today. Practically all freight trains were withdrawn today because of the shortage in coal and coastwise traffic was almost wholly abandoned.

The executive committee of the Amalgamated Society of Railway Servants met today to consider the demands made by the various districts that the railway employees refuse to handle trains used to send troops to the districts where the strike is in progress. They were also considering the proposal of a general strike in sympathy with the miners.

It was expected that the committee would approve the proposal not to move troops, but there was little chance that the sympathetic strike would be agreed to. It is officially announced that the government will take over the railroads if any attempt is made to interfere with the transit of soldiers.

Railroads today began buying up all (Continued on page five, column four)

## COURT HOLDS UNITED SHOE OFFICERS IN ONE COUNT OF INDICTMENT

Demurrers All Sustained by Judge Putnam Except in Case of Charge of Operating in Restraint of Trade

## QUESTION IS PASSED

Hope Is Expressed Highest Tribunal Will Have Opportunity to Decide Patent Problem Raised

Judge Putnam handed down his decision in the United States district court today on the demurrers to the indictments of five officials of the United Shoe Machinery Company, Sidney W. Winslow, president; George W. Brown, William Barbour, Elmer P. Hull and Edwin Hurd.

He held the defendants on the first count of indictment charging monopoly in restraint of trade and dismissed the second count, conspiracy to monopolize, on account of insufficient evidence.

On account of insufficient evidence he threw out the whole of indictment 113, with its three counts, charging restraint of trade, conspiracy in restraint of trade and monopoly.

"Indictment 113 was evidently framed to bring out the question whether the fact that various machines manufactured by the United Shoe Machinery Company are protected by patents in whole or in part is of importance in the case," says the decision.

"As the result we reach under this question and we prefer to propose its consideration, hoping the supreme court may have to dispose of it in some way before we are forced to proceed with it."

"The general result is that on the face of the record we hold the original agreement of consolidation valid and that on the pleadings we adjudge the conditions arising from the subsequent adoption of the leases in question leave the first count of the indictment 114 not subject to demurrer."

"The judgment in 113 is as follows: 'The indictment is adjudged insufficient in law; the demurrer thereto is sustained and the respondents go therefrom without day.'

"The judgment in indictment 114 is as follows: 'First count is adjudged insufficient in law and the demurrer thereto is overruled and the respondents are given leave to plead anew on or after March 1.'

"The second count is adjudged insufficient in law and the demurrer thereto is sustained and the defendants go therefrom without day."

## PRESIDENT TAFT TO BE GUEST OF BOSTON CITY CLUB

At the Boston City Club today, Addison L. Winslow, civic secretary, said that President Taft would be the guest of the club on March 18, prior to the formal city breakfast. David F. Tilley, president of the club, Samuel J. Elder, vice-president, and Mr. Winslow, in company with the mayor, will meet President Taft at the train and escort him direct to the club, where an informal breakfast will be held at 8:15.

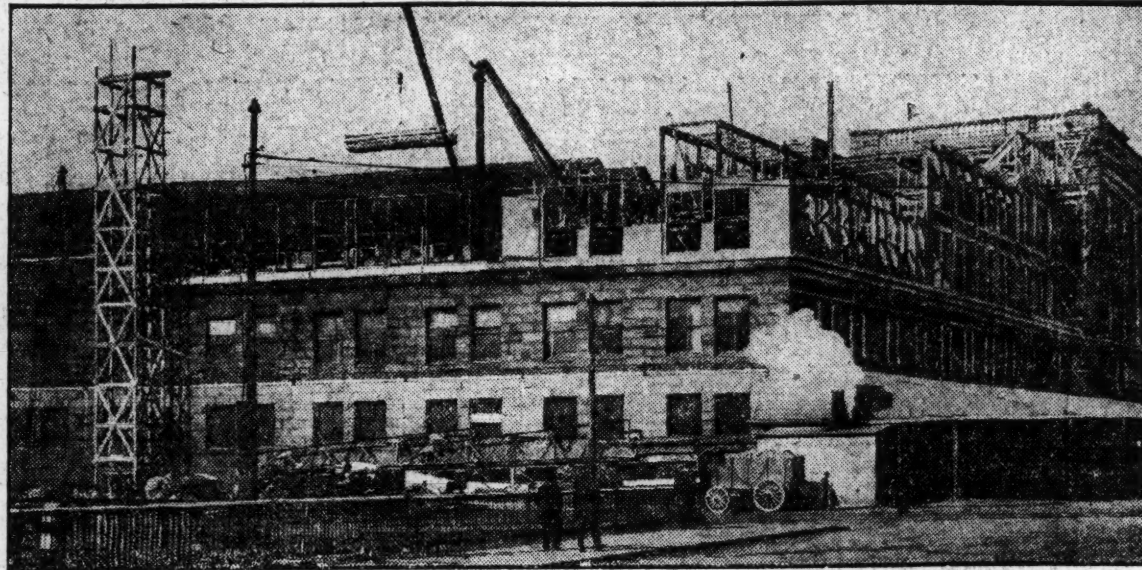
From the club, according to Secretary Winslow, President Taft will be the guest of the city, going to the Hotel Somerset for formal breakfast at 9:15 a. m. The rest of the day is at the disposal of the President.

William A. Leahy, secretary of the mayor's office, issued a statement today, saying the report that there was a disagreement between the officials of the City Club and the mayor's office as to certain details of the reception to President Taft was unfounded.

## TASMANIA MINE YIELD TOLD

(Special to the Monitor)  
HOBART, Tasmania—For December the Tasmania mine produced 1247 ozs. fine gold, estimated value £5290.

## AS SOUTH STATION ADDITION LOOKS AT PRESENT



Picture shows progress of work of adding two stories to provide office room for President Mellen and staff

## SOUTH STATION \$500,000 EXTENSION IS BEING PUSHED

One section of the new \$500,000 extension to the offices of the South station has reached the roof of the original structure, the wall on the Summer street side being pushed along rapidly. Steel work shows above the masonry on all sides and the steam fitters are tapping away in the interior.

The framework for the windows and some of the wall on the Dorchester avenue side are showing above the old stone work of the original two-story section. Work on the two new passenger elevators is keeping abreast of the rest of the building and the effort to finish the new section ahead of the required time is expected to be successful.

The heavy steel girders for the new floors are placed on about 25 steel columns, which extend down to the station basement, through the old section.

## ORDERS ISSUED FOR G. A. R. ENCAMPMENT OF MASSACHUSETTS

Between 500 and 600 delegates from all over Massachusetts are expected to be present at the forty-sixth annual business encampment of the Massachusetts G. A. R., for which orders have just been issued from headquarters at the State House.

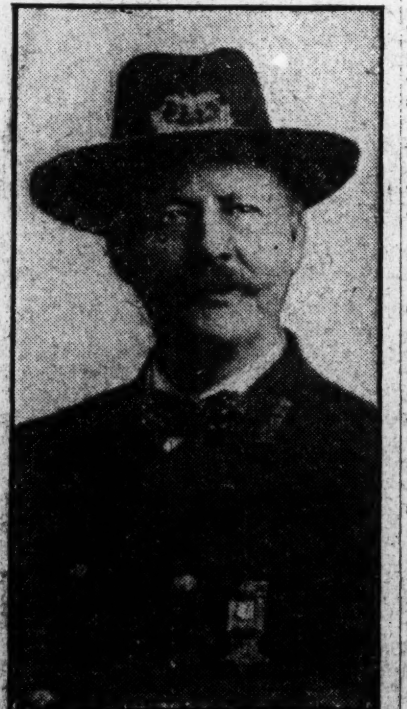
The encampment will be held in Faneuil hall, April 2 and 3, sessions beginning each day at 10 a. m. The services of Abraham Lincoln post, No. 11, of Charlestown, have been accepted for guard duty at the encampment. Granville C. Fiske, department commander, will preside.

The annual dinner of the encampment will take place at the American House at the close of the encampment. The number of dinner tickets will be limited to 500. The invited guests will include Governor Foss, Mayor Fitzgerald, Judge Trimble of Illinois, Col. Adam Flaker, commander of the forts in Boston harbor; Capt. D. W. Coffman, commandant of the Charlestown navy yard; Col. E. C. Benton of the Ancients, and Col. C. B. Appleton of the Lancers.

The encampment will be opened by prayer by the chaplain, the Rev. J. P. L. Bodfish of Boston. Routine business will be transacted during the sessions, including that of Commander Fiske, Asst. Adjt. Gen. Wilfred A. Wetherbee, the senior and junior vice-commanders, assistant quartermaster, chaplain and other officers.

The election of officers takes place on the afternoon of April 2.

## Department Commander of G. A. R. Who Will Preside at Encampment



GRANVILLE C. FISKE

## PHYSICS TEACHERS LOOK OVER PLANT OF THE MONITOR

Teachers of physics and kindred subjects in high schools of Massachusetts to the number of about 100 attended a meeting of the Eastern Association of Physics Teachers today in engineering building C of the Massachusetts Institute of Technology in Trinity place.

At the quarterly meeting of the association at which C. S. Griswold presided, Dr. H. C. Hayes of Harvard University spoke on "Pyrometry," in which he dealt with methods and questions relating to the uses of artificial heat and measuring the expansion of materials by heat. Prof. William J. Drisko of the Massachusetts Institute of Technology addressed the association on "Preparation in Physics for Entrance to the Institute."

Officers were reelected as follows: President, C. S. Griswold; vice-president, Fred M. Cowan; secretary, Alfred M. Butler; treasurer, Percy S. Brayton.

Interest in the mechanism and operation of heating and ventilating systems led those present to visit the building of the Christian Science Publishing Society and the edifice of The First Church of Christ, Scientist, this afternoon, where the methods of ventilating and heating were looked over with the attention prompted by more than the layman's knowledge of the subject.

The party was in charge of Fred H. Cowan, headmaster of the Girls Latin school of Boston.

The organization also inspected the ventilating system at the Boston Arena.

## MR. KNOX IN COSTA RICA ON SOUTHERN TOUR

SAN JOSE, Costa Rica—Secretary of State Knox and his party arrived here Friday evening from Panama on a special train from Port Limon, where they landed this morning from the United States armored cruiser Washington.

At Port Limon salutes were exchanged between the shore batteries and the Washington, and when he debarked Secretary Knox was met by a reception committee headed by the Governor of the port, leading citizens and their wives. Another reception committee greeted Mr. Knox on his arrival here and escorted him to the home of Felipe J. Alvarado, minister of finance, where he will stay.

An elaborate program has been arranged in honor of the American secretary's visit to Costa Rica.

## STATE STREET FIRE HAS \$40,000 LOSS

After more than two hours, fire in the six-story building at 210 State street was extinguished early this morning. The stock of the Atlantic Maritime Company, wholesale grocers and steamship outfitters, was destroyed at a loss of about \$40,000.

The fire is attributed to a hot air explosion on the first floor. Three alarms were rung in by Chief Mullen. The "all-out" was sounded shortly after 5 o'clock.

## SPRINGFIELD WANTS SYSTEM

Resolutions from the Springfield Board of Trade have been received by representatives of the Southern New England railroad at the Hotel Touraine inviting them to send a line into that city from some point on the route through Massachusetts, according to Cy Warman, general assistant of the Grand Trunk system today. Springfield already is served by the Boston & Albany, Boston & Maine and New Haven systems.

## TREASURY BALANCE LARGE

Over \$23,000,000 is in the sub-treasury at Boston today, the largest balance recorded here in many years. Col. George H. Doty, assistant United States treasurer, announced today that over \$4,000,000 will be paid out Monday in New England pension checks, \$2,000,000 from the Boston office.

## FRENCH SUBJECTS SLAIN BY MUTINOUS TROOPS NEAR PEKING

(By the United Press)

PEKING—Concentrating at Pao-tung-fu, 70 miles southwest of Peking, the Peking mutineers today slew several French clerics stationed there, and burned the village. They then started back to Peking where the palace of the father of the dowager empress was robbed.

The situation late tonight was again critical. All foreigners have taken refuge in the legation compounds, and the guards have been doubled. An appeal to the foreign legations at Tien-tsin for aid has met with immediate response, and 1000 well-equipped soldiers are now en route here.

A general attack on the palace is apprehended. There was a lengthy conference between the chiefs of the foreign legations this evening at which a plan of action was agreed on, should it be necessary to resist an attack.

In the robbery of the palace of the father of the dowager empress some 2,000,000 taels (\$1,000,000) was stolen.

The fire in the city, which for a time was under control, has broken out afresh and is spreading rapidly. No effort was made this evening to combat it. There is a strong wind and it is believed certain that a great part of the city will be destroyed.

A number of Americans who were in Pao-tung-fu when it was burned have taken refuge in the Methodist mission compound near there. They have been ordered to come to the capital as soon as it is safe to travel and will be quartered in the legation grounds.

(By the United Press)

With one sixth of the city in ruins, fresh disorders were expected tonight. Mutineers have been executed when caught, but the rigorous methods of the authorities seemed only to increase the dissatisfaction among the soldiers, and some of the most loyal members of Yuan's guard claimed that many innocent persons had been executed.

While the authorities were trying to prevent another outbreak hundreds of thousands of dollars worth of stolen goods were taken out of the city by the thieves under the cover of darkness on freight trains which had been seized. The mutinous soldiers left the city living at groups of civilians as they passed.

Hundreds of blocks in Peking are in ashes and the loss from fire alone up to the fresh outbreak will amount to \$25,000,000. The historic market place is in ruins and even the great gate of the forbidden city has disappeared.

Yuan Shi Kai was in control of the situation tonight. Despite the discouragements under which he has been working, Yuan showed wonderful courage and still insisted today that he would control the situation. It was known, however, that he apprehended foreign intervention if any foreigners were injured.

(By the United Press)

TIENTSIN—A strong American detachment has been ordered to proceed immediately to Peking as the result of the mutiny in the army and the continued rioting there.

## LONDON OPERA SEASON PLANNED

NEW YORK—A London message to the New York Herald says that Oscar Hammerstein issued the prospectus for his summer season on Friday, in which, after announcing the revival of a score of old operas, he declares he will produce Lord Howard de Walden's "Children of Don," the Duke of Argyll's "Fionn and Tara" and will present "Die Meistersinger" in English.

Among the new singers engaged are: Le Fond, baritone; Emilio Zampfelli, tenor; and Miles, Berthe, Cesar and Emma Trentini, sopranos. Twenty-six boxes out of 95 have been subscribed for.

## STRIKE COMMITTEE REPORTS AGAINST MILL AGENTS' OFFER

Lawrence Leaders Say That Formal Action Will Repudiate So-Called Concessions of the Owners

## NOTICES PRINTED

Operatives Are Urged to Stand Firm as the Textile Interests Are Said to Be Gradually Yielding

LAWRENCE, Mass.—Declaring the concessions offered them by the mill owners in Boston yesterday "are no concessions at all," that they mean less than 2 per cent increase in wages they received before they went on strike Jan. 12, and that "the alleged concessions are an insult to our intelligence and manhood" separate reports of the meeting with the owners were made in Franco-Belgian hall at 11 o'clock by the sub-committee of the strikers.

The reports were received with enthusiasm and strike committee members stated that this afternoon formal action repudiating the offer and continuing the strike will be taken.

Immediately after each member had made a report the whole committee of 47, representing every nationality, unanimously voted for a proclamation to be printed and spread broadcast today, declaring that the strike is not over and the striking operatives will continue to remain firm.

This proclamation, in part, reads, "The strike is not over. Stand firm. We will win. The textile interests are yielding to the inevitable and Governor Foss is weakening. Colonel Sweetser is to be removed. Stand together and do not let the mill owners pull the wool of their mills over our eyes by any false promises."

Although the committee representing the strikers has refused the offer of a 5 per cent minimum raise in wages, posted Friday in all the woolen and cotton mills here but two, the Everett and Kuhlhardt, the hope is generally expressed here that further conferences with the mill men will result in finding a way to clear up the situation and enable the operators to return to work in a few days.

It was pointed out today by strike leaders that while it is true the mill owners made it plain they would give the operative who have been on strike 50 days a 5 per cent increase they did not make it plain, say the strikers, on what figures they would base that 5 per cent.

"Briefly these are the figures," said William D. Haywood today, just before going into the meeting. "Before the strike some operatives received \$7 per week for 56 hours' work. That was 12 1/2 cents an hour. When the 54-hour law went into effect those people, with the rest, were cut two hours pay, which meant \$6.75 per week. The mill owners have not made it clear whether that 5 per cent increase will be based on the 56-hour week or the 54-hour week. If based on the former it will mean that the \$7 a week man, under the 5 per cent increase offered will get \$7.33 1/3 per week. If based on the 54-hour week schedule this class of operative will receive \$7.08 a week instead of \$7."

Many of the operatives still believe that for their 54 hours' work a week they will get 56 hours' pay and 5 per cent of that added. William M. Wood, president of the American Woolen Company's many mills throughout New England, however, made it plain to the strike committee which called on him in Boston yesterday at his solicitation, that this was not what his company meant. He tried to explain, as the committee formally reported at today's meeting, that every one would get at least 1 1/2 per cent, but that the graduating system will give the \$7 and \$8 a week men a 10 to 12 per cent increase, with this percent of increase lessening as higher salaried operatives were reached in the proposed adjustment.

Those who adhere to the strike committee declare today that the demand is still for 15 per cent increase of wages; the abolition of the premium system; double pay for overtime; no discrimination against anybody for activity in the strike, and the release of Joseph J. Ettor from jail.

It is said that while the minimum increase in wages based on 54 hours' work given by the American Woolen Company to the operatives of all its mills, wherever situated, is 5 per cent, the average increase will amount to 8 per cent under the readjustment of wages which goes into effect Monday. If this is true, it will mean that the strikers' demands for a 15 per cent increase have been met more than half way.

It is further said that the maximum increase will be about 12 per cent and that the greatest increases will go to the poorest paid operatives. Thus, while every operative is guaranteed at least 5 per cent advance, the new schedule will provide considerably more than that for (Continued on page five, column four)

## JOHN D. LONG MAY LEAD REPUBLICAN STATE CAMPAIGN

Former Congressman Powers Chosen to Be Chairman of the Committee on Resolutions

## DEMOCRATS BEHIND

Have Not Taken Preliminary Steps Toward Making Preparations for State and National Campaign

Former Governor John D. Long is to be at the head of the Taft campaign in Massachusetts, it was reported today at the headquarters of the Taft League in Youngs hotel. Mr. Long and Gen. Edgar R. Champlain, who is in charge of the headquarters of the league, were in conference yesterday.

The promoters of the league are going over a list of Republicans from each of the 14 congressional districts today. It is announced that the campaign committee, of which it is reported Mr. Long is to be chairman, will be made public late today.

At the Republican state committee, which met today, former Congressman Samuel L. Powers of Brookline was made chairman of the committee on resolutions and the members at large are Henry M. Batchelder of Salem, Godfrey De Tommacour of Fall River, Grafton D. Cushing, speaker of the House, of Boston, and Charles W. Bosworth of Springfield. The state convention will be held on April 11, one month earlier than usual. The caucuses will take place on April 2.

George S. Smith, former president of the Boston Chamber of Commerce, will be chairman of the convention.

Gen. Edgar R. Champlain will make public this afternoon from the Taft League headquarters at Young's Hotel the names of the 100 politicians of Massachusetts who will serve on the Taft committee in the campaign for the presidential nomination.

The Roosevelt campaign in Massachusetts opens this evening with the Progressive Republican rally at Tremont Temple.

Heading the list of orators is Senator Moses E. Clapp of Minnesota. Others are Franklin Fort of New Jersey and Governor Stubbs of Kansas. Thomas F. Doherty will preside.

Senator Clapp, who arrived in town this morning, will be entertained over Sunday by friends in Boston. He will speak in the New Lecture hall at Harvard this afternoon before the Harvard Progressive Club on "Political Issues of the Day."

The Democratic state committee has not set a date for its meeting to consider matters similar to those before the Republicans today. It is expected that the call for the meeting will be sent out before the middle of next week. Michael A. O'Leary, executive secretary of the committee, today said: "We are waiting patiently in the hope that the Legislature will pass a presidential primary bill that will allow the people to elect delegates to the national party conventions, and one that will save us from holding any state convention. I expect to confer with Chairman McDonald today and understand that we shall determine a date for the meeting at that time."

## DEAN INCOME TAX BILL FAILS TO GET AN ENDORSEMENT

Leave to withdraw was voted by the legislative committee on taxation today on the Dean bill for a tax on incomes; on the bill to abolish poll taxes; on the bill to compensate cities and towns for loss of taxes on land taken for state reservations; and on the bill providing that the excise tax assessed on the Boston Elevated Railway Company shall be distributed on the basis of its elevated system, to the exclusion of the surface car lines.

## U. S. NEUTRAL TOWARD MEXICO

WASHINGTON—The President today issued a proclamation declaring the neutrality of the United States in Mexico. This is the first official and formal recognition by this government of an unsettled condition of affairs in Mexico. The proclamation was decided upon in a special cabinet meeting.

## GOVERNMENT CHANGES ADVISED

WAKEFIELD, Mass.—Five changes in the method of town government are proposed by Alfred D. Chandler of Brookline to the local committee of 15. The committee will report at the town meeting Monday night a plan for town government improvement.

## JAPAN SENDS TREES TO MR. TAFT

SEATTLE, Wash.—Three young cherry trees, a gift to President Taft from the Agricultural College of the Tokio University, have arrived here on the steamer Awa.

Somewhere there must be a place for YOU!

Just the right place

Let the Monitor's free employment exchange help you find it.

See Page 2

POSTAGE REQUIRED FOR MAILING TODAY'S PAPER  
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## EXTENSION WORK OF AMHERST COLLEGE MEN BRINGS RESULTS

AMHERST, Mass.—Students of the Massachusetts Agricultural College apparently are accomplishing results in neighboring communities through so-called extension work.

The most important form of work which the students are doing is the teaching of foreigners the English language. Along with this are lectures and talks on history, civil government, American ideals and methods, how to become citizens, cleanliness of food, body, home and other sanitary problems. Some of the other lines of work which are being carried on are: Forming boys clubs and other forms of boy athletic activities, teaching other subjects than English, such as algebra, chemistry, dairying, arithmetic, agriculture, horticulture, etc.

A few of the men teach Bible and Sunday school classes. A gospel team holds three and four-day rural uplift meetings. This work was started by Charles H. White of the extension service a year ago last fall, and has been under the direct control of the extension service ever since. Prof. E. D. Waid is in charge of the work this year. Last year about 30 students were engaged at one time or another in some form of altruistic extension work, while all present indications point to a need of at least 60 men if the many calls are to be satisfactorily taken care of.

The largest class of foreigners in Three Rivers, a manufacturing village which employs a large percentage of Polish people for help in the cotton mills. The class was organized by A. R. Jenks of the extension service of the college. The total enrollment is about 165 men and women who are between 18 and 45 years of age. There are three men in one division who are taking up advanced grammar and civil government under the guidance of a student from the college. A second division of 28 members is taking advanced work in writing, reading and spelling. The members of this division were able to talk some English when work was started with them in the early fall. They are progressing rapidly and are planning to take out their first naturalization papers as soon as possible. The elementary division includes 133 members and is divided into five classes. The members of this division could not read or write when they entered the division in the fall.

The mill corporation in the village has furnished a hall for holding the classes and also given blackboards, paper, pencils, etc., to help the work along. Robert Wales of the senior class, Nils P. Larsen and A. F. Edminister of the junior class are teaching in this village. They are assisted by five school teachers. Lectures are given on hygiene, civil government and other interesting rural uplift problems.

A club of 65 of the members has been formed from these Polish classes. Each

member's ambition is to become an American citizen by proving himself worthy of such honor.

Similar Polish classes are being held in Sunderland and North Hadley. Other Polish classes are about to be organized in Bondsville and Deerfield. As the work is growing to such proportions, it has been deemed advisable to place a student in direct charge of this work, who in turn is responsible to the extension service of the college.

Robert Wales has been chosen for this position. Mr. Wales has had two years experience in this line of work, besides considerable Y. M. C. A. work.

Another line of work by the students is that done by what is called the "gospel team." This team is composed of four men who go into rural communities and hold a three or four-day program. The program starts Friday evenings with an open meeting in some prominent place where the students are formally introduced to the people of the community, and a sort of an evangelistic service is held. Saturday forenoon and afternoon are spent in holding athletic contests and other sports on the village common for the younger folks in the community. Upon Saturday evening an entertainment is held in the town hall, and Sunday morning the four men separate and fill the pulpits in the town.

Several Polish days are to be held at the college in the spring, when lectures will be given upon specific phases of agriculture in which the Polish people are especially interested. Student assistants will be needed at these meetings. The communities which already have been helped by this college are Cushman, Sunderland, Leverett, Shutesbury, Pelham, Belchertown, South Amherst, Hadley, South Hadley, North Hadley, Dwight, Granby, Conway, Ashfield, Bernardston, Hatfield, Shelburne, Three Rivers, Cummington, Northampton and Leyden.

## W. D. HOWELLS THE GUEST OF HONOR

NEW YORK.—William Dean Howells will be the guest of honor this evening at a dinner given by Col. George Harvey, to which about 300 invitations have been issued, for the most part to men and women of American letters. This dinner is to mark the seventy-fifth anniversary of the author.

President Taft will be one of the guests. He will be in New York six and one half hours.

The program for the celebration, hinged largely upon the pleasure of the novelist's little grandson, William White Howells, who was to be consulted as to the best way to spend the day.

## WATCH BURIED CENTURY FOUND

OTSEGO, N. Y.—While digging a hole in which to bury refuse, Henry Wieman of Otsego Falls, unearthed an old gold watch buried five feet, which had evidently been under ground for more than 100 years.

The inside case of the watch bore an inscription, the greater part of which is indistinct, but is thought to be: "To Leon from Henry and Mary, when he left from the Colonies."

## SHOPS REBUILT AT TUCSON, ARIZ.

PHOENIX, Ariz.—The building of new Southern Pacific shops in Tucson to take the place of those destroyed more than a year ago is now under way. Behind the shops' enclosure the company has without ostentation been building a big new power house of 1050 horsepower capacity, to furnish steam sufficient to run the machinery of machine shops of large capacity. The power plant is practically completed.

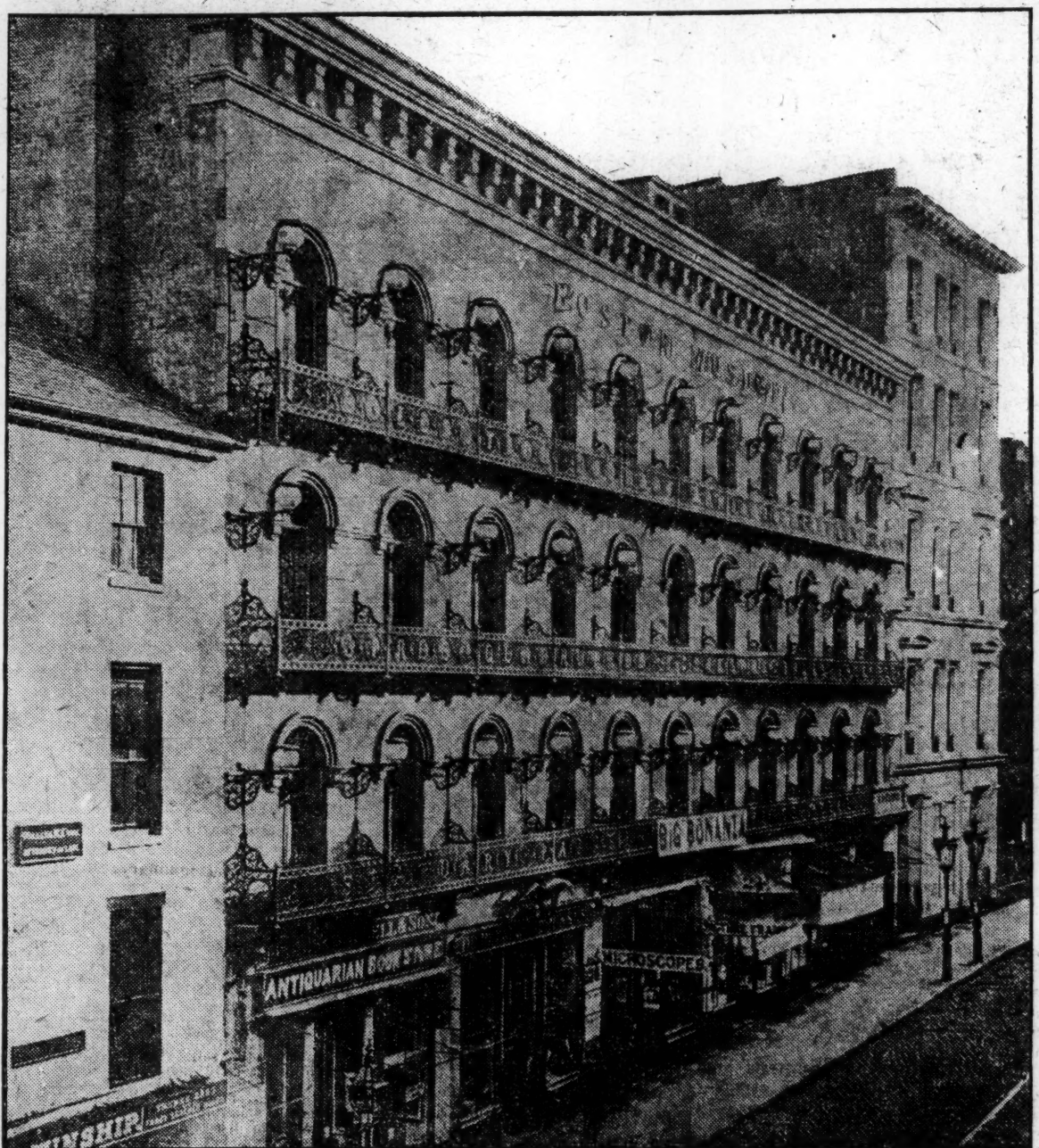
## AT RAILROAD TERMINALS

The signal department of the Boston & Albany road will place in service at midnight tonight the new concrete tower at Brookline Junction which represents the latest type of the electric central mechanical machine.

The Boston & Maine, Boston & Albany and New Haven roads handled 350 cars of interchange freight through South station terminal and Union freight line last night, a record for this time of year.

The New Haven road handled into first street freight terminal at South Boston last evening a solid train of oranges, consigned to the Boston market, Union Freight railway delivery.

## HOUSES AND STREETS OF BOSTON THAT LIVE IN THE HISTORY OF THE CITY



The Boston Museum in Tremont street, shown in the illustration, now torn down, was first established on the site of the Paddock building, and in 1846 was removed to the site in the illustration. It was established by Moses Kimball, who purchased different collections and merged all in a large exhibit. Visitors to Boston were often frequenters of this noted house. On the night of June 1, 1903, Margaret Anglin recited the valedictory poem by Dexter Smith, and William Seymour delivered the farewell address and the place was closed.

## CLASS OF POLES STUDYING ENGLISH HORTICULTURE TO BE FARMERS' WEEK TOPIC IN AMHERST



Example of the extension work which is being conducted by students of Amherst College

## RARE PLANTS SENT TO KING GEORGE V.

SAN MATEO, Cal.—A shipment of 1500 rare orchids, gathered in the Philippines and Central America, and valued at \$10,000, has left a local nursery for England, consigned to the collections of King George, the Duke of Westminster and the Duke of Sutherland.

## BOARDS WILL BOOM NORFOLK

Boards of trade in 12 cities and towns in Norfolk county have united to advance the welfare and prosperity of the county and formed an organization which will be known as the Norfolk County Associated Boards of Trade. The officers of the new organization are George H. Smith, Norwood, president; T. W. Grover, Canton, secretary, and Erasmus Worthington, Dedham, treasurer.

## COLONEL BENTON IS GUEST

At the army of the Ancient and Honorable Artillery Company Friday night the officers tendered a reception to their commander, Col. Everett C. Benton, and Mrs. Benton. The wives of the officers were also present and after the reception the company dined.

## CHELSEA Y. M. C. A. GAINS 475 MEN

In a nine days' campaign, which ended at 10 o'clock Friday night, the Chelsea Y. M. C. A. made a gain of 475 new members. The total is now about 800.

Friday 70 new names were brought in. The team known as the Rustlers, captained by Arthur C. Stone, secured the largest number of new members, 88.

George W. Scott's Ropers' outfit was a close second, with 84. Walter E. Smith, the campaign leader, presided at the supper Friday night.

## IDLER CLUB GIVES PLAY

Members of the Idler Club of Radcliffe College entertained Friday afternoon with the presentation of "Op o' Me Thumb" in Agassiz hall. The committee consisted of Miss Mabel Houghton, Miss Martha Eliot and Miss Rachel Lewis.

The characters were Madame Marie Bidler, Miss Marguerite Thompson; Clem Galloway, Miss Eberly; Rose Jordan, Miss Jessie Smith; Celeste, Miss Alice Lewis; Amanda Asslick, Miss Esther Sidelinger; Horace GreenSmith, Miss Kathleen Drew.

## BANKERS TO ENTERTAIN MR. TAFT

President Taft is to be the guest of the Bank Officers Association at its annual meeting at Symphony hall on the evening of Monday, March 18. Besides the President, the association will have as guests Senator Lodge, Governor Foss and Lieutenant Governor Luce, Congressman Weeks, Mayor Fitzgerald, Walter S. Glidden and Samuel J. Elder.

## MODEL ORCHARDS IN PENNSYLVANIA ADD \$300,000 TO INCOMES

PHILADELPHIA.—Model orchards added \$300,000 to the incomes of their owners the Pennsylvania department of agriculture reports.

The report shows a score of orchards which have been "treated" by the state experts and emphatically illustrates the value of systematic management over the old-time methods of fruit producing. It further indicates that the improvement thus received by bearing trees also gives a constant increase in the valuation of young trees; but this added valuation is not included. Thus from a total of a list of 75 orchards under the supervision of the department, the report shows that the orchard owners made expenditures on their trees of \$3071.24 and in turn received \$32,199.35, with an added income throughout the state of \$300,000.

A number of interesting cases are presented which clearly illustrate the financial gain derived from the proper treatment of fruit trees. Among these the following are cited:

In Bedford county Samuel F. Piper expended \$73.68 for the care of trees and received from his orchards the sum of \$1512.68. William Flinn, who owns a large farm in Allegheny county, spent but \$15 and received \$684.20. Another case in Berks county is that of the Bethany orphan home, which spent \$224.60 and obtained \$1952. Another farmer in Butler county, William Velte, had his orchard treated by the experts at a cost of \$149. The receipts for the season from this orchard amounted to \$3397.

Clayton R. Farmer of Lancaster county made an outlay of \$10.72 and his total receipts were \$400. The most notable case in Lawrence county was that of C. C. Cox. His receipts for the year amounted to \$427 and his outlay was \$22.50. In Lebanon county John G. Eisenhower leads with receipts of \$521.70 and expenses of \$59.55. The record in Snyder county is held by W. W. Bruner, whose expenses were \$134.50 and receipts \$1281.50.

After reviewing these figures the report says:

"As the benefits of the exhibition and supervision work reached over 750 orchards in the state during the last year, it is evident that the income from this feature of the work alone is over \$300,000. This is returned to the citizens of this state in a practical way over 30 times the amount expended by the state to procure such results, in addition to the increased value of the trees."

## DEDICATION DATE SET

PORTLAND, Me.—Although it has not yet been decided, the new Masonic Temple is expected to be dedicated during the grand lodge meeting in May.

## PARACHUTE USED FROM AEROPLANE

ST. LOUIS.—For the first time in the history of heavier-than-air flying, a man leaped from an aeroplane at Jefferson barracks Friday and descended to earth in a parachute.

Capt. Albert Berry made the leap, which was witnessed by hundreds of soldiers. When the aeronaut landed the soldiers half carried Captain Berry to the office of Colonel Wood, the commanding officer, who congratulated him.

Berry and Pilot Jannus left the Kinloch aviation field in a two-passenger biplane, carrying beneath the machine in a specially constructed cage a large parachute. The trip to the barracks was made without a stop. Then Jannus steered the machine and Berry with the parachute shot downward. The aeroplanes at first sprang up but soon steadied itself. Hundreds of watchers held their breath as Berry descended toward the earth. Suddenly the parachute opened and amid cheers the first aviator to make such an attempt lightly reached the ground.

Countess of Warwick coming. The Countess of Warwick, one of England's most picturesque peeresses, is coming to Boston as a lecturer and on Thursday afternoon, March 14, she will speak at the Boston opera house on "A New Era in the Old World."

Dear Anne: I have just gotten some of the softest white flannel that I have ever seen at the

**BABY'S BAZAAR**  
372 BOYLSTON STREET, BOSTON  
Its complete outfit both in hand-made and machine-made domestic and imported, including everything that a baby might need from the sole of its tiny feet to the top of its little head, are most attractive. Do visit this interesting Baby's Bazaar. It's over the Cadillac warerooms. Send for our circular.

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## Are You to Travel?

The Monitor's Hotel and Travel Department is organized to serve the interests of Monitor readers. Its acquaintance with hotels and transportation lines is extensive and its facilities complete. It will gladly supply information concerning hotels, resorts and lines of travel in any part of the world. If contemplating a journey, the Department will gladly send you, free of charge, such information as you desire. If you desire information about winter resorts, write us whether you wish sea or inland locations at home or abroad, and price you wish to pay. We will be glad to make reservations for you for dates desired.

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Lozier is the car for all seasons. Over ninety per cent of Lozier owners keep their cars in service all the year round. The Lozier is the ideal winter car. At this season you need a powerful car to pull through the snow and heavy roads, a car with heavy yet luxurious springs for the ruts and bumps.

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**NEW COTTONS**  
Just arrived from England. Soft and silky. Exquisite in coloring.  
**Davis East India House**  
373 BOYLSTON ST., BOSTON

**BOOKS ON FARMING** W. B. Clarke Co. 26 & 28 Tremont St.

## AT THE THEATERS

**BOSTON**  
HOSTON—"The Littlest Rebel."  
B. F. KEITH'S—Vaudeville.  
CASTLE SQUARE—"Product of the Mill."  
GARDEN—"The Pink Lady."  
HOLLIS—James K. Hackett.  
MAJESTIC—"Way Down East."  
FAIR—"The Country Boy."  
PLAYBOY—"The Deep Purple."  
SHUBERT—"As a Man Thinks."  
TREMONT—"Man from Cooks."

**BOSTON CONCERTS**  
SATURDAY—Jordan hall, 3 p. m., piano recital, Josef Liebermann.  
Symphony hall, 8 p. m., Boston Symphony concert, Heinrich Gebhard soloist.  
SUNDAY—Symphony hall, 8:15 p. m., Boston Symphony pension fund concert, Miss Elena Gerhardt soloist.

**BOSTON OPERA HOUSE**  
SATURDAY, 1:45 p. m.—"Aida."  
8 p. m.—"Carmen."

**NEW YORK**  
REXASCO—David Warfield.  
CASINO—"Sunburn."  
CENTURY—"The Garden of Allah."  
COHAN—"The Little Millionaire."  
COLLIER—"Bunny Pulls the Strings."  
CRIVELLO—"The Merry Widow."  
ELLIOTT—"Bird of Paradise."  
EMPIRE—"The Talker."  
FULTON—"Elsie Ferguson."  
GAIETY—"Officer 666."  
HARRIS—"The Talker."  
HERALD SQUARE—"Everywoman."  
HIPPODROME—"Spectacles."  
Hudson—Miss Simon.  
KNICKERBOCKER—"Kismet."  
LIBERTY—"The Opera Ball."  
LYRIC—"Preserving Mr. Postum."  
LYRIC—"Little Boy Blue."  
NEW AMSTERDAM—"Oliver Twist."  
PARK—"The Snaker Girl."  
REPUBLIC—"The Woman."  
THIRTY-NINTH—"Butterfly on Wheel."  
WALLACK'S—"Disraeli."

**CHICAGO**  
BLACKSTONE—"Passers By."  
COLONIAL—"The Pink Lady."  
CORT—"Kiddie."  
GARRICK—"Little Women."  
GRAND—"Irish Players."  
LA SALLE—"Louisiana Lou."  
LYRIC—"The Drama Players."  
OLYMPIC—"The Woman."  
OPERA HOUSE—"The Typhoon."  
PARK—"The Snaker Girl."  
POWERS—"Bunny Pulls the Strings."  
PRINCESS—"Bunny Pulls the Strings."  
STUDEBAKER—"May Irwin."







## GREAT TRADE GAINS ARE MADE IN HAWAII UNDER U. S. GUIDANCE

LOS ANGELES—The development of the Hawaiian islands under American guidance is illustrated by figures presented in a document just received by the bureau of statistics, department of commerce and labor. The document, entitled "The Hawaiian Annual, 1912," is issued by Thomas G. Thrum of Honolulu, and presents statistics of the production, commerce, finance, population and education in those islands during a term of years down to 1911.

The figures of growth since the annexation of Hawaii to the United States and indeed since the reciprocity treaty of 1876 between the islands and the United States, by which freedom of commercial interchange with this country was established and investments of American capital thus assured, are extremely interesting.

A table shows, for example, the production of sugar, by far the most important product of the Hawaiian islands, from 1875 down to and including 1911. The production of sugar in 1875 is given at 25,000,000 pounds; by 1881 it had grown to 94,000,000 pounds; in 1891, 275,000,000; in 1901, 691,000,000; in 1910, 1,111,000,000, and in 1911, 1,011,000,000 pounds, or 40 times as much in 1911 as in 1875.

The value, which was stated at \$1,250,000 in 1875, was given at \$36,775,000 in 1911, or 30 times as much in 1911 as in 1875.

Of this increase more than one half has developed since annexation in 1898. The sugar production of 1897 was 520,000,000 pounds, as against 25,000,000 in 1875. The increase in sugar production in the islands during the 22 years of reciprocity, 1876 to 1898, was 495,000,000 pounds and during the period since annexation, 1898 to 1910, was 592,000,000 pounds.

Sugar, however, is not the only product of the Hawaiian islands. The value of canned pineapples sent to the United States alone in the fiscal year 1911 was over \$2,000,000; of rice, the quantity shipped to this country from Hawaii in that year was 6,666,000 pounds; of coffee 2,735,000 pounds, of hides and skins 1,500,000 pounds, of bananas 171,000 bunches, while manufactures of wood and value of the shipments in 1911 was about \$146,000.

Practically all the imports into the Hawaiian islands are from the United States, except a few articles, required by local conditions, which cannot be obtained in this country. The imports of foreign merchandise amounted to about \$5,000,000, made up chiefly of nitrates from the western coast of South America, and products imported from Japan to meet the demands of the 70,000 Japanese now living in the islands.

The census of 1910 shows the population of the Hawaiian islands at 191,907, of which 70,500 are classed as Japanese, 26,000 as "Hawaiian," 22,000 as Portuguese, and 21,500 as Chinese. The number of Americans residing in Hawaii in 1910 has not yet been announced, the figures of 1900 having been stated at 4068. The population has grown from 58,000 in 1878 to 192,000 in 1910, the growth of the foreign population during the period being from 5300 to 153,300, while the number of Hawaiians declined from 51,500 in 1872 to 38,500 in 1910.

## CALGARY BANKS SHOW INCREASES

CALGARY, Alb.—This week's bank clearings show an increase of 50 per cent over figures of corresponding week last year. The financial program of the British Columbia government embraces expenditure of \$16,000,000 during the current year, said to be the largest sum expended in any province in the Dominion. New railroad to the extent of 870 miles is to be constructed this year. Dr. Liberty H. Bayley, director of agriculture at Cornell University, has accepted an invitation to address the International Dry Farming Congress at Lethbridge next October.

## REVERE HEARS LONG DEBATE

REVERE, Mass.—Roscoe Walsworth, Democratic candidate for selectman at large, and Andrew A. Cassassa, candidate for reelection in the Revere Beach precinct on the Republican ticket, who met in joint debate before 1500 persons in the town hall last night, will continue their discussion tonight. They started at 9 o'clock debating the issues of the campaign and it was after midnight when they adjourned.

## RADIOGRAM NEW WIRELESS NAME

WASHINGTON—Wireless messages will hereafter be known as radiograms in the navy department. The names of four of the navy's big wireless stations have been changed this: Cape Elizabeth, to Portland, Me.; Point Lome, to San Diego, Cal.; Table Bluff, to Eureka, Cal., and Unalakleet, to Dutch Harbor.

# Chandler & Co. Spring Opening March Eleventh Chandler & Co.

One Hundred and Fifty-One Tremont Street

One Hundred and Fifty-One Tremont Street

## Six More Days and then a Display of Fashions from Europe and America

# Monday Begins a Clearance Sale

To Continue for the Entire Week Before the Opening

Comprising Broken Assortments, Foreign Models, Single Pieces, Accumulations and Surplus Stock

## Prices 1-2 and Less

Most of the goods are comparatively new. Interesting features of this sale are the numerous single pieces and accumulations, the remainder of purchases made in connection with several large sales of fine merchandise held during the past month. Every day in the week will present new values.

Descriptions are eliminated—quantity, original value and price all that are mentioned.

Many lots of imported goods are in the sale—model garments, imported waists, French laces, trimmings and silks, originally bought at very low prices, are included at almost any price to close them out—as in most cases the quantities are small. Every day in the week will present new values.

Where there are colors they are usually odd shades—where there are small quantities they are usually odd sizes.

6-25.00 Serge Dresses	5.00
4-10.50 Black Petticoats	3.95
115 yds. 2.50 Striped Chiffon	.50
75 pcs. 3.00 Neckwear	1.50
875 yds. 45c Batiste and Marquisette	.25
50-9.00 to 15.00 Silk & Chiffon Waists	3.75
15-10.00 to 12.50 Dress Pattern Suitings	4.00
1-22.50 Afternoon Gown	35.00
1-35.00 Linen Dress	5.00
8-3.00 Petticoats	1.25
150 yds. 2.00 Black Crepe de Chine	1.25
85 yds. 3.00 Foulard, green	.50
150 pcs. 2.00 and 3.00 Neckwear	.35
1-25.00 Evening Wrap	35.00
1-12.50 Model Coat	20.00
1-12.50 Model Suit	35.00
7 yds. 10.00 Trimming	2.95
18 yds. 5.00 to 8.00 Trimming	1.75
10 yds. 10.00 Embroidered Chiffon	5.00
1-18.50 Scarf	5.00
1-100.00 Mink Tail Shawl	15.00
1-50.00 Australian Opossum Shawl	15.00
26-3.35 Imported Bags	1.95
2-Men's 30.00 Silk Sweaters	7.50
40 pcs. 1.00 Women's Silk Hosiery	.35
30 pcs. 1.25 Men's Cape Gloves	.50
1-45.00 Silk Suit	20.00
12-5.00 Mesh Bags	1.95
8-40.00 Black Chiffon Robes	10.50
1-50.00 Robe	25.50
1-15.00 Corsets	7.50
1-12.50 Model Coat	20.00
16-35.00 Coats	15.00
1-18.00 Black Satin Skirt	7.50
1-22.50 Bag	8.50
3-35.00 Robes	35.00
18 yds. 3.00 Black Veil	.50
45-8.00 to 12.50 Chiffon Waists	5.00
1-30.00 Persian Waist	12.50
55 yds. 1.50 Black Veil	.50
18 yds. 1.25 French Serge	.50
1-25.00 Dress	25.00
1-12.50 Foulard Dresses	5.00
35 yds. 1.50 to 2.00 Foulard and Chiffon	5.00
69 yds. 3.00 Satin Duchess	.95
79 yds. 2.50 Black Brocade	.85
1-15.50 Real Venise Trimmed Foul.	5.00
30 pcs. 50c and 75c Neckwear	.25
1-50.00 Girl's Skating Coat	15.00
20.00 to 30.00 Women's Coats	15.00
1-50.00 Mink Tail Scarf	10.00
6-75.00 Russian Pony Coats	15.00
10 yds. 15.00 Gold Trimming	6.75
42 yds. 6.50 Chiffon Flouncing	1.95
400 yds. 25c and 50c Vellings, colored	.10
4 yds. 4.50 Lingerie Scarfs	1.95
105 pcs. 1.75 Women's Union Suits	.95
370 pcs. 1.25 Women's Gloves	.65
250 yds. 25c Winter Suits	10.00
3-30.00 Satin Fox Shawls	10.00
2-15.50 Satin Squirrel Scarfs	2.50
245-1.50 and 2.00 Silk Trimming Fusses	1.0
40 doz. 1.00 Chantilly Insertion, doz. yds.	10
1-35.00 Model Suit	15.00
37.50 Combinations	18.95
90 yds. 1.50 Swiss Muslin	.45
100-2.50 to 4.00 Lingerie Waists	1.50

27-20.00 to 25.00 French Waists	5.00
20 yds. 2.50 English Gloria	.75
110 yds. 1.50 and 2.00 Black Suitings	.75
1-20.00 Dinner Dress	15.00
1-25.00 Net Dress	72.00
8.50 Pongee Petticoats	2.95
5.50 and 10.50 Neckpieces	3.75
75c to 1.50 Neckwear	1.30
50 pcs. 6.00 Novelty Silk	1.25
35 yds. 100.00 Man's Fur-Lined Coat	35.00
1-150.00 Hudson Bay Sable Set	50.00
8 yds. 2.75 Shadow Lace	.35
1-17.50 Lace Coat	23.00
1-125.00 Russian Sable Muff	35.00
1-330.00 Hudson Bay Sable Set	150.00
1-40.00 Mink Muffs	15.00
1-100.00 Pointed Fox Muff	35.00
1-225.00 Model Suit	35.00
280 yds. 3.00 and 2.00 Fancy Silks, short lengths	.50
62 yds. 2.50 Stripe Velvet	.95
60-3.00 to 3.00 Lingerie Waists	3.50
1-35.00 French Waist	10.00
783 yds. 12.50 to 15c Remnants Wash Goods	.05
124 yds. 2.50 Slings, skirt lengths	.75
90 yds. 1.50 Black Panama	.50
1-35.00 Lingerie Dress	10.00
1-45.00 French Dress	15.00
36-2.75 Moreen Petticoats	1.95
42 pcs. 3.00 to 5.00 Neckwear	1.55
124 yds. 2.50 Slings, skirt lengths	10.00
225 yds. 24.00 Dress Patterns Chiffon	10.00
14-3.50 Evening Silks	3.50
36 doz. 3.00 Dress Shields, doz.	1.50
132 pcs. 4.00 to 7.00 Sample Trimmings	1.95
2 yds. 12.00 Gold Trimming	3.00
60 pcs. 1.75 Women's Silk Hosiery	1.00
154-75c and 1.00 Misses' Knit Caps	.25
28-2.50 Women's Sweaters	.95
86 pcs. 2.50 Long Opera Gloves	1.25
58 pcs. 3.50 Long Opera Gloves	1.50
6-50.00 Jeweled Pendants	2.50
1-125.00 Evening Wrap	35.00
6-28.00 Paris Robes	10.00
40.00 Beaded Robes	12.50
10-7.50 Marmot Scarfs	1.00
1-50.00 Rose Fox Scarf	10.00
1-100.00 Tussah Coat	25.00
1-125.00 Evening Wrap	35.00
3-275.00 Model Taffeta Silk Suits	65.00
1-250.00 Model Cloth Suit	50.00
830 yds. 1.50 Cheney's Lining	1.10
240 pcs. 2.00 to 4.00 Sample and Remnant Trimmings	1.00
6 yds. 3.50 Trimming	1.00
3-8.50 Silk Hoods	1.00
10-12.50 Corsets	6.00

41-7.50 Corsets	1.85
175-35 Spoils Sewing Silk	.17
1-8.50 Umbrella	3.00
55 yds. 2.00 Satin Meteor, short lengths	.85
14-7.50 Women's Sweaters	3.95
1-10.00 Men's Scotch Wool Vests	2.00
124 pcs. 50 Women's Colored Hosiery	.19
86 pcs. 2.00 Women's Kid Gloves	.75
100 pcs. 1.50 Women's Kid Gloves	.75
2-2.50 Suede Bags	.50
3-5.50 Hand Bags	2.50
11-1.50 Coat Chains	.50
1-60.00 Lobe	15.00
110 yds. 1.00 Foulard Silk	.38
1-15.00 to 25.00 Dress Pattern Silks	9.50
25-25.00 to 30.00 French Waists	7.50
1-16.50 Chiffon Waist	5.00
30 yds. 3.00 Black Chiffon	1.00
143 yds. 2.00 and 2.50 Spring Suitings	.95
18-35.00 to 50.00 Evening Dresses	15.00
1-5.00 Messaline Petticoats	1.85
6-2.50 Large Neckwear Sets	1.15
25 yds. 2.00 Stripe Chiffon	.35
125 yds. 2.00 to 3.00 Foulard Silks	.95
1-35.00 Chiffon Waist	10.00
1-35.00 Velvet Dress	15.00
1-85.00 Emb. Linen Table Cloth	35.00
1-50.00 Emb. Linen Table Cloth	25.00
1-50.00 Emb. Linen Table Cloth	20.00
6-3.50 Bed Spreads	7.5
5-6.00 Bed Spreads	3.00
1-30.00 Emb. Linen Bed Spread	15.00
15.50 Emb. Linen Bed Spread	7.00
10 pcs. 3.75 Emb. Linen Pillow Cases	2.50
10-10.00 to 12.00 Emb. Linen Sheets	5.00
12 doz. 13.50 Napkins	15.00
10 pcs. 6.00 Blankets	4.00
2-125.00 Persian Rugs, about 9x12	60.00
140.00 Gorevan Rugs, about 9x12	15.00
14-25.00 and 35.00 Kurdish Mosses	18.50
4-15.00 Persian Rugs	10.00
1-120.00 Gorevan Rugs, 9x12	15.00
10-18.50 and 25.00 Persian Rugs	15.00
9-45.00 and 55.00 Oriental Rugs	25.00
20.00 and 15.00 Odd Mats	7.50
10-7.50 Saxony Rugs (Discontinued)	5.00
50.00 Saxony Rugs, 9x12 (Discontinued)	25.00
2.50 Carpet Samples	.70
34-1.25 Narrow Border Samples	.25
8-7.50 Karleins Rugs	5.00
30 pcs. 7.00 to 2.50 Set Curtains	.95
14 pcs. 4.50 to 7.50 Odd Curtains	2.50
35 pcs. 3.75 to 4.00 Lace Curtains	2.25
24 pcs. 7.50 to 9.00 Lace Curtains	4.75
30 pcs. 10.00 to 12.50 Lace Curtains	6.00
10.00 to 25.00 Lace Curtains	10.00
15 yds. 3.50 Green Figured Velvet	.75
5 yds. 3.00 Green Drapery Goods	.50
40 yds. 4.00 Yards Tapestry	1.00
28 yds. 4.00 Damask	1.50
300 yds. 1.00 to 1.50 Cretonne	.25
100 yds. 300 Yards	10.00
35 yds. 20 Scrims	.10
25 yds. 80 Scrims	.20
50.00 Velvets	.50
1-9.00 Cretonne Bed Spread	3.00
1-25.00 Bed Spread	5.00
25 pcs. 1.50 Madras Bands	3.75
3 pcs. 30.00 Portieres	10.00
100-1.00 to 1.50 Pillow Tops	.50

## Greatest March Sale—Mustin Underwear

The muslin underwear business in New York HAS NOT BEEN GOOD—manufacturers have NOT DONE their usual amount of business. There was an indication that larger skirts were coming in, and great preparations were made in the way of skirts—their SALE WAS NOT REALIZED. New materials hurt some of the staple lines of night gowns and night gowns DID NOT SELL—competitive price cutting among some of the higher grade retail stores led the manufacturers to believe that this would result in large orders—AGAIN THEY WERE DISAPPOINTED.

Stocks accumulated on their hands—OPPORTUNITIES TO BUY WERE MANY—in some instances the lots comprised samples and odds and ends at about 50% discount, or half price, but the GREATEST OPPORTUNITY presented was that of BUYING NEW GOODS—the best selling staple articles, at from 25% to 33 1-3% discount, and the latter largely make up this sale.

### 10.00, 15.00, 20.00, 25.00 Night Gowns For 5.00

75 Night Gowns—An importer's stock of hand embroidered yokes and sleeves were used in trimming these night gowns—they were closed out to Chandler & Co. at a price which would not cover the cost of the trimming. Originally 10.00, 15.00, 20.00 and 25.00—the entire lot will be sold for 5.00 each. There are 45 Night Gowns, worth 10.00. There are 15 Night Gowns, worth 15.00. There are 10 Night Gowns, worth 20.00. There are 5 Night Gowns, worth 25.00.

50.00 French Night Gowns	25.00
35.00 French Night Gowns	10.00
25.00 French Night Gowns	10.00
100.00 French Night Gowns	35.00
65.00 French Night Gowns	35.00
75.00 French Night Gowns	35.00
65.00 French Night Gowns	35.00
28.00 French Skirts	15.00
35.00 French Combinations	25.00
45.00 Princess Slips	25.00

### 2.00 Cotton Crepe Nightgowns 1.00

A dear experience for the manufacturer. An opportunity to purchase 2.00 Crepe Nightgowns for 1.00. A stock was made for a New York store and manufacturer promised to hold subject to their call. They were not called in, fast enough to suit the manufacturer, so he closed them out, and the consequence is the best 1.00 crepe nightgowns ever offered in Boston will be on sale Monday.

The most unprecedented offering of underwear that has ever been Chandler & Co.'s good fortune to present.

### 2.50 Irish Lace Batiste Nightgowns 1.65

Only enough yokes for 120 Nightgowns and no more to be imported at this price is the reason that these Nightgowns were closed at reduced prices. Worth 2.50. Price 1.65.

### 5.00 French Nightgowns 2.95—Importer's stock of high class hand-embroidered Nightgowns. Imported to sell at 5.00 each.

8.00 White Skirts at 3.75 will be sold next week. They have beautiful embroidered flounces of finest qualities and cannot be duplicated again at this price.

### 1.50 and 1.75 Combinations 1.00—A wonderful opportunity presented itself and was not allowed to go by.

3.00 and 3.50 White Skirts, Four Styles 1.95—Lace or embroidery trimmed.

### Silk Crepe de Chine Night Gowns

Has anyone ever heard of an all-silk crepe de chine night gown at anything less than 7.50 or 15.00? They are sold in Paris at about fifty francs—they are sold in New York at from 7.50 to 15.00.

Last week three Fifth Avenue houses started a competitive war on crepe de chine underwear and they cut the price of night gowns to 5.00. Chandler & Co. intended to handle these night gowns at 10.00, but realizing that their competition is largely with the Fifth Avenue houses, they feel it their duty to offer to their customers just as good values as they can buy on Fifth Avenue, therefore they will go them one better, and will sell nearly 100 of these Crepe de Chine Night Gowns at 3.75.

Chandler & Co.'s underwear business has been splendid and they were glad to sell themselves of the conditions existing in New York—it is always possible to buy cheap muslin underwear, but it is very seldom that high priced underwear is offered at these prices.

### Night Gowns with Irish Crochet at 1.00

It has always been thought impossible to buy anything in hand-made Irish crochet Night Gowns for less than 2.00, and the best price Chandler & Co. have ever been able to offer has been 1.50; but now they will offer a quantity limited to 100 at 1.00.

### 3.50 Cluny Bodice Nightgowns 1.95

These nightgowns are perfect reproductions of 10.00 French style. They were copied to sell at 3.50. A stock was made because it was thought that this gown would be the greatest seller of the season. The manufacturer was induced to sell 20 dozen at their cost price with the condition that they could not be re-ordered at that price. Therefore, these 8.50 Nightgowns will be sold Monday at 1.95.

What if skirts are not selling in New York owing to the tight models of the dresses—white skirts will be used by every woman inside of another two months.

### 1.00 & 1.25 Emb. Trimmed Nightgowns 75c

Chandler & Co. never sell any nightgowns less than 1.00 each, and would not now if they had not secured 1.00 and 1.25 gowns at a price to enable them to sell them at 75c. None at this price will be sold after these are gone.

We believe some of the best values ever offered in underwear will be in this sale. Chandler & Co.

### 2.00 Cluny Trimmed Nightgowns 1.35

A few weeks ago Chandler & Co. offered these gowns at 1.35 as they were fortunate enough at that time to buy a large lot under price. History has repeated itself and they have procured ten dozen more of this style. The large quantity sold at the last sale lasted just one half hour, and at that rate this stock will not be on the counters fifteen minutes. Price same as at last sale, 1.35 each.

### 1.00 Embroidery Trimmed Drawers 65c—Imported embroidery trimming, no more when these are gone.

### 1.00 Corset Covers 65c—Prettiest styles ever shown at 1.00.

## GEORGE GOULD TO QUIT OPERA BOARD

NEW YORK—At the annual stockholders' meeting of the Metropolitan Opera Company, to be held at the Metropolitan opera house on March 11, formal acceptance of the resignation of George J. Gould as a director of the company will take place. Mr. Gould resigned as a director of this company three months ago for the reason that he found it was impossible

to give the attention necessary to the place. The company has amended its by-laws by reducing the number of directors from its original number of 17 to 15.

## MEDFORD TO URGE BILLS

Senators Lodge and Crane will be requested by the Medford Board of Trade and city government to assist in passing the Mystic and Malden rivers improvement bills which are expected to come up for action in Congress within the next few days.

## COLORADO MEN WILL LECTURE

John Eddy Franklin and the Rev. James H. Franklin, both of Colorado Springs, Col., will be speakers at Ford hall tomorrow evening. John Eddy Franklin will discuss "The Appeal of Socialism to Christian People." The Rev. James H. Franklin will speak on "The Message of Christianity to Socialists."

## HOLBROOK HAS BALANCE



Monday We Shall Inaugurate

# A Great Half-Price Sale of Our Highest Grade Corsets

Fleur-de-Lis—Avon—La Premier

A Full Range of Sizes in Advance Spring Models—the very Models We Shall Carry Throughout the Season at Regular Prices

These Corsets are the standard well-known qualities of which we sell thousands during the year at the regular prices. Every corset is new and perfect—every corset was made especially for this house. There is no higher excellence in corset craft than these three brands represent.

In order to introduce these corsets to many who are unfamiliar with them—and to make a banner 6 days' record in corset selling—we offer

For One Week Only—March 4 to 9 Inclusive  
10 of the Best Styles at Just 50% Reduction

4.00 Corsets for 2.00      5.00 Corsets for 2.50  
7.50 Corsets for 3.75      8.00 Corsets for 4.00  
10.00 Corsets for 5.00      12.00 Corsets for 6.00

Main Store—Fourth Floor

## Jordan Marsh Company

The Mercantile Heart of New England

## STRIKE COMMITTEE REPORTS AGAINST MILL AGENTS' OFFER

(Continued from page one)

the unskilled workers now receiving very small pay.

WASHINGTON—The delegation of Lawrence strikers who will appear before the House rules committee, arrived in Washington shortly after midnight headed by George E. Roe, Jr., attorney for the strike committee. They were to have arrived at 9.30, but their train was delayed.

They put up at the Vendome hotel. Four companies of the ninth regiment will be dismissed Monday. If occasion arises that additional militia is needed, four new companies will be called. Local strike leaders deny that there will be any break in the ranks Monday. They say that few, if any, of the strikers will return to work.

## HOUSE COMMITTEE OPENS HEARING ON LAWRENCE STRIKE

WASHINGTON—Before the committee on rules of the House today the Wilson and Berger resolutions on the Lawrence strike situation, were heard. About 200 spectators filled the committee room when Representative Wilson opened the hearing. The executive council of the American Federation of Labor, headed by President Samuel Gompers and President Golden of the Textile Workers Union, was present. Accompanying the strikers and the children were Commissioner of Police C. F. Lynch, City Solicitor D. T. Murphy, the Rev. Clark Carter, William M. Stewart, R. J. Macartney and other officials of Lawrence.

Representative Berger in discussing the objects of his measure, said:

"My bill proposes to investigate the relations of the American Woolen Company to the strike of its operatives at Lawrence, Mass."

"Such an investigation is surely as justified as the investigation of the steel trust, the sugar trust or the money trust. The average wages which the wool trust has established are even below those of the steel trust and the sugar trust, and certainly very much below those paid by the money trust."

Samuel Lipson, a member of the Lawrence strike committee, was the first witness. He said he had been in this country nine years.

"I struck," he said, "because I could not make a living for my wife and family of four children. I am a skilled workman, and my average wages were \$9 and \$10 a week. But there was so much slack time in Lawrence that sometimes I got only \$3 or \$4, and we all had to live on that."

Mr. Lipson said that when the Massachusetts law and the hours of labor in the mills from 56 to 54 hours a week, the wages of the operatives were cut down and the machines in the mills speeded up, to force the same amount of work in the shorter time. This caused the strike. When the original demand was made on the company, Lipson said the men were told they could "either go back to work or get out."

## COAL MINERS INSIST ON FIXING MINIMUM WAGE OF THEIR OWN

(Continued from page one)

available coal. Many of them have only enough fuel on hand to last until the middle of the week when they will be forced to suspend operations completely unless they are successful in getting shipments from France and Belgium.

Within two weeks half of the industries in the United Kingdom will be closed down unless the coal strike is settled, according to word received today at the home office.

Non-union miners in the Lancashire coal district have refused to work in the mines. The admiralty has purchased American coal.

## TUFTS CLUBS TO FORM FEDERATION

Two hundred Tufts students, representing the 11 sectional clubs at Tufts, gathered at a reception Friday night in Goddard gymnasium and began the founding of a Federation of Tufts Sectional Clubs.

Lewis E. Sterling of Everett presented and introduced Instructor Frank E. Seavey, the founder of the sectional clubs at Tufts. William S. Mausby, who pledged the support of Tower Cross, the honorary senior society; H. Olin Jackson '14, who announced for Sword and Shield that it would work to systematically entertain prospective freshmen; John E. Libby '11, the originator of the federation's booklet; and Philip M. Hayden '03, secretary of Tufts College.

## AFAIRS IN CHINA ARE TOPIC

Discussion of the situation in China was taken up by Dr. Musgrave Honda of New York, editor of the Oriental Review, and the Rev. Arthur May Knapp at the weekly luncheon of the Twentieth Century Club today.

## Our Paris Representative cables us that The Fabric of the Hour is White Corduroy

Offered Exclusively in Boston by Us

Sale Price **65c** 27 Inches Wide

Very Practical—Can Be Laundered Without Shrinking

In the ultra-fashionable circles of Paris itself, whence the most fascinating and authentic style creations in dress radiate throughout the entire world—at the great Fashion Openings for Spring and at the gay social functions and style reviews, at Nice and Monte Carlo, may be seen a wealth of beautiful garments made up of this splendid-wearing White Corduroy.

Months ago we anticipated the wonderful popularity of this fabric, and secured a large shipment at a figure that could not be duplicated again, thus enabling us to offer it now at this exceedingly low price.

A most practical, serviceable and attractive cloth, can be laundered without shrinking, is 27 inches wide, and will enjoy a wide vogue for Spring and Summer wear among smart up-to-date women. This quantity will not last long, so we advise your early selection. Price 65c a yard.

Dress Goods Section—Street Floor, Main Store.

## Jordan Marsh Company

## BAY STATE NEWS BRIEFS

### LEXINGTON

Official list of candidates that will appear on the ballot next Monday at the annual town election is as follows: Clerk, Charles W. Swan; selectmen, over-seers of poor and highway surveyors, Edward P. Bias, George H. Childs, Frank D. Peirce, William H. Whitaker and Henry A. C. Woodward; assessor for three years, Henry E. Tuttle; town treasurer, George D. Harrington; collector, Byron C. Earle; cemetery committee for three years, Arthur A. Marshall; auditor, Charles F. Pierce; board of health for three years, Albert H. Burnham, James F. McCarthy and Charles H. Spaulding; school committee for three years, Arthur L. Blodgett; water and sewer commissioner for three years, George Ernest Briggs; constable, Charles H. Franks and Patrick J. Maguire; tree wardens, Charles H. Bugbee and Olin L. Phelps; trustee of public trusts for six years, John F. Turner.

### EVERETT

Announcement was made today of plans of Festive Lodge, A. F. & A. M., to hold a minstrel show May 7 and 8. The rehearsals are to begin next Monday evening in Masonic hall.

Abbie T. Fisher, daughter of Veterans, presented four large silk flags to the four class rooms in the Adams school Friday afternoon. The tent will present a flag to every school room in the city and it is to be placed in the front of each room.

### MELROSE

Charles E. French, mayor, is to appoint the officials of the fire department at the meeting of the aldermen Monday evening. The budget will also come up for discussion at that meeting.

John Larabee, former mayor, has forwarded an invitation from the Deliberative Assembly to E. A. Filene of the metropolitan planning council to address a mass meeting of Melrose people on the plans of the council at city hall this month, the date to be set by Mr. Filene.

### QUINCY

Col. Abner B. Packard, camp, S. of V., will hold a class initiation in Faxon hall tomorrow afternoon, when 25 candidates will be initiated. The work will be performed by a degree team from Boston. Delegations will be present from camps in Braintree, East Weymouth, Milton, Rockland, Abington, Whitman, Hingham and Dorchester. Several officials from the state department will attend.

### MEDFORD

At the high school before the pupils in the assembly hall Friday Robert H. Halliwell gave one of the series of vocational addresses, giving facts on "The Advantages of a College Education."

### ROXBURY

The bear pit at Franklin park, a part of the zoo, is fast nearing completion and will be ready for the bears, about 20 in number, near June 1. Work has started on the foundation of the bird-house, which will be located beside the flying cage.

### MILTON

A campaign trip was made through the town last night by George R. Eaton and his four brothers in the interests of his candidacy for the board of selectmen. Messrs. Duff, Barnes and Dalton are the three other candidates for the position.

### ROCKLAND

Head Master George Gammons of the high school in his annual report calls attention to the need of an athletic field for the pupils. He recommends the purchase of a strip of land in the rear of the school building for that purpose.

Old Colony lodge, K. P., is to hold a celebration during the week of the observance of the two hundredth anniversary of the incorporation of the old town of Abington in June. Joseph H. Jenkins, H. Herbert Lord, Benjamin Allen, Joseph W. Richards and Wallace Bunce have been appointed a committee to arrange for the event.

### BROOKLINE

As a result of the minstrel show given by pupils of the high school a few weeks ago it has been announced that \$105 were cleared. Of this sum \$50 were given to the gymnasium and \$55 to the athletic fund of the school.

The Brookline Law Library Association has elected the following officers: Treasurer, Harold Williams, Jr.; clerk, Harold C. Haskell; directors, Charles F. Perkins, William D. Turner, George P. Hitchcock, Patrick O'Laughlin, Daniel A. Rollins. The president will be elected by the board of directors.

### MALDEN

The street and water commission has organized with the reelection of Charles T. Hall as chairman. Mr. Hall receiving two votes to one for the new member. John M. Devir, Samuel G. Nichols was reelected clerk and Clarence T. Perkins was reelected superintendent of streets.

Charles H. Miller, a graduate of the high school and a member of the High School Literary Society has received two appointments from the government, one to the postoffice at Boston and the other to the immigration office at St. Johns. He has not yet accepted. He is at present a clerk in the Boston & Maine offices in Boston.

### ARLINGTON

The comedy "Miss Fearless & Company" will be presented Friday evening in the Pleasant street Orthodox Congregational church vestry by the young folks of the church. The cast includes the Misses Nettie Fisher, Maudie Gray, Emily Bower, Emma McCoy, Caroline Whittemore, Dorothea Rowe, Florence Whittemore, Isabel Gratto, Florence Teale and Irene Richardson.

### EXPLOSIONS DAMAGE FACTORY

Two workmen were injured and thousands of dollars worth of machinery destroyed at the A. H. Davenport furniture factory at 108 Cambridge street, Cambridge, when two explosions occurred shortly before 7 o'clock today. The injured are William Barber of Saugus and Manuel Enos of East Cambridge.

## First National Bank Talks

BOSTON, MARCH 2, 1912

## THE COMPTROLLER'S CALL

The Comptroller of the Currency at Washington, D. C., has called for the condition of all National Banks as of February 20th.

(Condensed statement of the First National Bank, under date of Feb. 20th, 1912.)

RESOURCES	
Notes discounted	\$35,073,324.78
United States Bonds to Secure Circulation	1,875,000.00
United States Bonds to Secure U. S. Deposits	760,000.00
Other Bonds to Secure U. S. Deposits	99,700.00
Bonds, Securities, etc.	3,900,768.50
Due from U. S. Treasurer, 5% fund	93,750.00
Banking House	1,331,849.13
Demand Loans	\$12,841,455.05
Cash and Due from Banks	26,515,890.58
	<b>\$92,498,238.04</b>
LIABILITIES	
Capital Stock	\$3,000,000.00
Surplus and Undivided Profits	6,589,220.00
National Bank Notes Outstanding	1,886,400.00
Deposits	71,042,618.04
	<b>\$82,498,238.04</b>

First National Bank of Boston—70 Federal Street

Capital, Surplus and Stockholders' Liability \$12,500,000

FOREIGN EXCHANGE

SAFE DEPOSIT VAULTS

## JEWS HOLD MEANS TO STOP WAR IN TRIPOLI

Financial Question Emerges Definitely Out of Rumor—Money Lenders Likely to Dominate the Situation

### TRADE HINDERED

Out of the various rumors circulated throughout Europe concerning the Turco-Italian war, it is gleaned by a reviewer in the following special article that the Jewish financiers hold the key to a settlement of the dispute. Having in his control the only means by which hostilities can be continued, the Jew is pictured as the real dictator of future events.

(Special to the Monitor)

LONDON—In the near east, which despite occasional distractions elsewhere may be still described as the center of gravity of European politics, there is a temporary silence. Everywhere it is evident, to those who have followed closely the history of the war from the commencement of hostilities in September last, that these are indications of a change in the trend of events.

A few days ago news came to hand of Italian activity in the Red sea. Hodeidah had been blockaded; foreigners given five days in which to evacuate the town, which was then bombarded, and the works of a Turco-French company destroyed.

The official Italian denial came in the usual way, but this time was largely discounted by the obvious retaliation contained in the action of the sublime Porte in enforcing the closing of all Italian institutions in Turkey, and once again threatening the expulsion of Italian subjects from the Ottoman empire.

"Je prends," said Italy as her hand hovered over the vast chess board of the near east; and she planted her gubboats off Hodeidah. "Je prends," retorted Turkey, as instead of withdrawing she threatened to close the doors of all Italian houses in her borders. The world is awaiting the next move. But Turkey has shown by this her latest action that she is beginning to realize her enemy's weak point, and all around, day by day, there are clearer and clearer indications of the growing activity of that great consideration which, from the Italian side at any rate, will ultimately decide the question of peace or war—the question of finance.

True no opportunity is lost by the Italian government in explaining the country's sound financial position and we have Signor Luzzatti, an ex-premier and an undoubtedly able financier, speaking of surpluses available for "war purposes" of treasury bills which can be issued "and of advances" which can be claimed from the banks of issue. But whilst Signor Luzzatti is thinking in thousands the war is working out in millions, and moreover, as has been repeatedly pointed out, money is not specie; it is credit and modern Italy with all her undoubted enterprise, splendid diligence and ever broadening activity, has a credit too uncertain and too lately established to stand the strain of a long continued financial onslaught.

### Rumors of Italian War Loan

Today there are rumors of a war loan and then a denial; then a word about the Jews, then a silence; then

more about the Jews, then another silence; then a sudden outburst of Italian activity far away from the seat of war, then a quick decisive action on the part of Turkey aimed at Italy's weakest point, finance, and then the position of the hour. And those who can read the signs of the times see the Jew and the financial question, now become one, emerging definitely out of rumor, and certainly and surely threatening to dominate the situation.

Many times it has been pointed out in these columns how persistently behind the politics of middle Europe there stands the Jew, silently and unobtrusively manipulating through the greatest weapon of the hour, finance, the progress of events.

The world is comparatively ignorant today; but is gradually coming to see to what an enormous and ever-increasing extent its affairs are ultimately controlled by the Jew. To one who can read the just significance of things; who finds in Vienna and Budapest the stock exchanges entirely controlled by the Jewish element; who finds all the bankers Jews and realizes that the shares of the great credit establishment, the Austro-Hungarian bank, practically regulate the market; who travels to Prague and finds the Jew everywhere in possession, and in the country all around the Jew money-lender adding field to field and plot to plot, as he calls in his surety, and for the first time in history coming into the light as a landed proprietor; who sees that, alike in Berlin and Rome, in Vienna and Budapest, the Jew everywhere controls the bank, the press and even the larger part of the trade—such an one begins to realize the deep international import of that confession which a few weeks ago, that the rounds of the press of Rome, "Peace depends upon the Jews."

### Lender Calling in Money

And everywhere within the zone of the war and beyond it the Jew is growing anxious, calling in his loans and withholding credit, and if the merchant, the manufacturer and the tradesman "who rang their bells" on Sept. 30 last have not yet commenced to "wring their hands," many of them would do so with but little encouragement. If of late there has been less doubt expressed as to the wisdom of the war; if even the socialist press which was the first to show signs of awakening to the true state of affairs has been saying nothing; it is simply because Italy has been waiting for Parliament and hoping against hope for a word one way or another, definite and decisive.

"Every country," said Disraeli years ago, "gets the Jews it deserves," and Turkey has been good to her Jews, at any rate she has treated them better than most European nations, and if they have no special favors to look back upon they have no special persecutions, and so many of them, after their own fashion, are patriots. Here as elsewhere they are the "power behind the throne," and the "throne" in Turkey today, in spite of a rising opposition, is still the Salonika committee.

And so, this impossible "mechanical mixture" called the Ottoman empire goes forward undisturbed by debt, for it has always been in debt; undisturbed by dissension at home and wars abroad, for it has never known any other condition; undisturbed by poverty, for to the average Turk it is his normal habitat.

Meanwhile, in Tripoli, Italy exhausts every expedient to avoid the inevitable advance into the interior which the real conquest of the country demands. Ital-

## GRADUATES BEGIN WORK TO RAISE MUSIC HALL FUND

Harvard graduates have started a campaign to raise \$50,000 for the proposed hall of music at Harvard University, and the work of obtaining endowments is being pushed in New York as well as Boston. The committee announces that if its solicitors are successful as they expect they will be ground will be broken before many months.

One of the alumni has agreed to give \$50,000 for the actual construction work. The plans have already been prepared by Howells & Stokes of New York, both Harvard men, and the design, especially the floor plan, was made only after consultation with Prof. J. K. Paine, the composer and former head of the division of music at Harvard, and Professor Spaulding, the present head of the division.

The plans also have the approval of Charles W. Eliot, president emeritus. A feature of the hall will be a chamber concert hall on the second floor. This hall will seat at least 500, and will be equipped with a specially constructed organ. It will be used not only for lecture purposes and college musical activities, but for the musical clubs of Cambridge.

## MANY BOSTONIANS ON SOUTHERN TRIP

Bostonians who left New York today as passengers on the steamship Tytles, Capt. Spencer, which sailed for Port Antonio, Kingston, Colon, Boca del Toro and Port Limon, include Mr. and Mrs. George W. Caverly, Mr. and Mrs. W. F. Cobb, Mrs. George W. Coleman, Mr. and Mrs. H. D. Corey, Mr. M. C. Ferry, J. F. Gill, Miss J. A. Glynn, Miss S. E. Johnson, Mr. and Mrs. Stanley King, Mrs. Andrew Marsh, Miss Natalie Marsh, Miss Adeline Moffat, Mrs. S. Morgan, Charles E. Newcomb, of Boston; Mr. and Mrs. H. B. Sprague, H. B. Sprague, Jr., and C. H. Sprague, of Lynn; G. C. Yeaton and C. D. Varney, of South Berwick, Me.

## CASH REGISTER MAN SURRENDERS

Fred S. High, Boston manager of the National Cash Register Company, who was among those indicted by a federal grand jury at Dayton, O., on Feb. 22, charged with violation of the Sherman anti-trust law, surrendered himself at the United States marshal's office today. He was arraigned before United States Commissioner Hayes and held in \$5000 for a hearing Tuesday.

ian aeroplanes sweep over the Arab encampments, and drop among them letters full of promises, and exhortations to revolt against their Turkish oppressors, whilst Gen. Caneva posts back to murmuring Rome, to defend his Fabian policy. "He will advance slowly but surely," says the Tribune, commenting on the general's return to Tripoli, "for," adds the mouthpiece of official Italy, "colonial wars impose prudence upon the invading army, and success in them can only result from slow exhaustion of the enemy." There is an obvious retort to the Tribune's dictum, and the tireless Arab of the Tripolian desert would make it if he knew it; but he has yet to become acquainted with Benoit's moralist and his cryptic form of agreement. "Them's my sentiments."



## HOME OF ACACIA CLUB OPENED IN DORCHESTER



Modern three-story house at 20 Cushing avenue

MASONS THROW  
NEW HOUSE OPEN  
FOR FIRST TIME

More than 200 members of the Masonic fraternity in Roxbury and Dorchester, including officers of the grand lodge of Massachusetts, attended the opening of the clubhouse of the Acacia Club, a Dorchester organization recently formed and composed of Masons. The club's home is a modern three-story house at 20 Cushing avenue.

On the first floor are the main parlor, dining-room that can accommodate 40 and the secretary's office, besides a coat room. There is a parlor for women, in addition to three rooms and steward's quarters in the second story. The third floor has three sleeping chambers, billiard parlor and hat and coat rooms.

There was a concert by an orchestra. A lunch was provided for the visitors at intervals when they were not strolling about the apartments and admiring the accommodations. Nearly 100 have been enrolled in the club.

The reception committee consisted of William B. Rand, president; Bertram J. Watson, first vice-president; Naphtali D. Freeman, second vice-president; Charles A. Leavitt, third vice-president; Herbert A. Rhoades, treasurer; Frank A. Ruggles, secretary; Dr. Samuel Crowell, William H. L. Odell and Dr. E. P. Starbird, directors.

REPORT POINTS TO  
MOTOR DRIVEN SHIP  
FOR BRITISH NAVY

NEW YORK—The visit of Winston Spencer Churchill, first lord of the admiralty, with several other lords of the admiralty, which is now in the Thames on her maiden trip from Copenhagen to Bangkok, has revived the report that the government is ready for the construction of a big motor driven warship for the British navy, says a despatch from London to the New York Herald.

It was stated some time ago in well informed circles that the British admiralty was trying to evolve an internal combustion engine of 100,000 horsepower to be first tried on an unarmored cruiser. The vessel was, it was said, to be equipped with a motor requiring no boilers, stokers or smoke stacks.

It is now stated that the British admiralty is about to try to construct such a vessel in record time in the same successful manner as was done in the case of the first dreadnought, and thereby have the advantage of several months' experience before the German ship which is said to be on the stocks is launched. The Selandia, which is an oil motor ship, on her trial trip at Copenhagen maintained a speed of 13 knots, and was found to be a good sea-going vessel.

## TRAVEL



Select limited parties sailing June 28; 65-day tour \$435.00; June 29, 72-day tour \$490.00. Highest class. Best hotels used throughout. Call or send for copy of our European booklet describing above and many other tours.

**BECKMAN TOURIST COMPANY**  
322 WASHINGTON ST., BOSTON.

## HOTELS



**Hotel Bartol**  
Cor. Huntington Ave. and Gainsboro St.  
Near Conservatory of Music, Boston  
Opera House, Symphony Hall  
Rooms single or en suite  
**HUTTON & YORK, Proprietors**  
ALSO OF  
**PLEASANT HOME**  
(Summer Season)  
Georgetown, N. H. On Lake Umbagog

## ARMY AND NAVY NEWS

## Today's Army Orders

Capt. E. T. Winston, retired at his own request, relieved from duty at the Georgia Military Academy, College Park, Ga.

Capt. J. M. Love, Jr., fifteenth infantry, relieved from duty pertaining to the organized militia, to take effect Sept. 1, proceed to join his regiment.

Capt. W. O. Smith, seventeenth infantry, detailed to fill a vacancy in Q. M. D.

Capt. C. E. Babcock, transferred from seventeenth to seventh infantry, to take effect March 1.

Capt. R. B. Harper, commissary, will proceed to Fort Riley, Kan., and report to commanding officer.

The following changes in the assignments of officers in C. A. C. are ordered: Capt. A. J. Jenkins, relieved from assignment to eighty-fourth company and placed on unassigned list; Capt. E. L. Glasgow is transferred from forty-ninth to one hundred and fifty-sixth company.

Capt. W. F. Hase is relieved from duty in coast artillery board and for assignment to sixty-ninth company; Capt. G. R. Hancock is transferred from one hundred and fifty-sixth to forty-sixth company.

## Navy Orders

Ensign A. G. Dübrel, detached the Prairie, granted leave one month.

Midshipman W. L. Ainsworth, detached the Idaho, to the Prairie.

Acting Asst. Surgeon C. E. Treibly, appointed an acting assistant surgeon from Feb. 24, 1912.

Chaplain R. R. Hoes, retired, placed upon the retired list from Feb. 28, 1912, and detached navy yard, Norfolk, Va., to home.

Chief Gunner W. T. Baxter, detached the North Dakota; home to wait orders.

Gunner Michael Macdonald, detached the Vermont; home, wait orders.

Gunner John Ronin, detached the Louisiana; home, wait orders.

Gunner William Eberlin, detached the Franklin; to the Louisiana.

Gunner Frederick Petry, detached the Hancock; to the Vermont.

Gunner D. F. Mulvihill, detached the Hancock; to the North Dakota.

Chief Machinist W. D. Sullivan, detached the Patapsco; to the Newark, and additional duty, naval station, Guantanamo, Cuba.

Machinist Leroy Neil, to the Patapsco.

**Marine Corps Orders**

First Lieut. H. M. Butler, two months' leave from Feb. 23, with permission to leave the United States.

Lieut. Col. T. P. Kane, detached marine barracks, Norfolk; to command marine barracks, Boston.

Lieut. Col. L. H. Moses, detached marine barracks, Boston; to Philippine islands.

**Movements of Naval Vessels**

Arrived—Florida at New York, Hamul at Port Limon, Castine at Norfolk, Nanshan at Amoy.

Sailed—Florida, from Tompkinsville for New York; Washington, from Cristobal for Port Limon.

## Navy Notes

WASHINGTON—Rear Admiral Charles B. T. Moore, commandant of the naval training station at San Francisco, and the twelfth naval district, and senior member of the board to survey vessels on the Pacific coast, has been ordered detached from his present duties and assigned to duty as commandant of the naval station at Olongapo.

All examinations which were originally set for March 4, 1912, for final graduation of midshipmen on the two years' cruise, have been postponed until April 22, 1912, in view of the fact that the date originally fixed for the examination conflicts with the light practice, which will begin in the Atlantic fleet on March 4.

The St. Louis has been detached from duty as station ship at the naval training station, San Francisco, Cal., and assigned to duty with the Pacific reserve squadron at the navy yard, Puget sound. The Intrepid has taken the place of the St. Louis at San Francisco.

"THE ROSE MAID"  
COMES TO COLONIAL  
WITH MISS AUGARDE

Miss Adrienne Augarde, who will be remembered for her personal charm and acting and singing talent in "Peggy Macree" at the Park and "The Duchess of Dantzig" at the Hollis several years ago, comes to the Colonial on Monday evening in the principal role in "The Rose Maid," a new opera from Sweden. The piece has won much popularity in Germany, it is said, and has been well received in Baltimore, where it is being played this week for the first time in America. The music by Bruno Granichstaedt is said to be melodious and finely orchestrated. Max Bendix will lead the orchestra.

"The Chocolate Soldier," the Strauss-Shaw opera-bouffe, "The Chocolate Soldier," which stayed all too short a time at the Majestic last season, will return to that playhouse on Monday evening for a two weeks' engagement with several of the original players, and others who are said to be an improvement over their predecessors. The piece is made from Bernard Shaw's satire on militarism, "Arms and the Man," and has the advantage of a good score.

"The Private Secretary," as a successor to "The Product of the Mill," which ends its five weeks' run at the Castle Square theater this evening, John Craig announces "The Private Secretary," William Gillette's version of a German farce which has made the world laugh for two decades. The piece develops out of a young man's efforts to be near his sweetheart by passing himself off as her tutor. It's real tutor has the most disconcerting adventures as a consequence. Mr. Craig will play the young man and Mr. Hassell the tutor.

**OTHER BOSTON ATTRACTIONS**

BOSTON—Continued run of "The Littlest Rebel," a civil war play with a novel story, acted by Dustin and William Farnum and a good support.

HOLLIS—The coming week is the last of the engagement of James K. Hackett and a good cast in "The Grain of Dust," a drama of business and sentiment.

B. F. KEITH'S—Vanderbilt "California," an elaborate new opera, will be presented by the Jesse Lasky company. The piece was written by T. M. Miller and Stewart to music by Robert Hood Bowers. Others are Howard and Howard, DeKoe troupe of acrobats, the Barrys.

PARK—Continued run of the deservedly successful comedy, "The Country Boy," a human and wholesome play by Edgar Selwyn, and acted by an expert cast.

PLYMOUTH—Second week of "The Deep Purple," a melodrama.

SHUBERT—Second week of John Mason in Augustus Thomas' latest play, "As a Man Thinks."

TREMONT—One more week of the Man From Cook's musical comedy, with Fred Walton.

**IRISH PLAYERS FAREWELL**

The company of Irish players from the Abbey theater, Dublin, will close its American tour with a performance at the Plymouth theater on Tuesday afternoon, when it will act Sygne's moving tragedy of sea, coast life, "The Riders to the Sea." Lady Gregory's robust and delightful farce, "The Workhouse Warden," and her "Spreading the News" and "The Rising of the Moon."

**COMING**

HOLLIS—William H. Crane in Martha Morton's comedy, "The Senator Keeps House," March 11. Robert Edson and Emmett Corrigan in "The Indiscretion of Truth," March 25.

TREMONT—Marguerite Sylva in Leo Fall's "Gypsy Love," March 11.

MME. SIMONE ACTS  
ROSTAND'S LYRIC  
"LADY OF DREAMS"

As the fourth play of her American tour Mme. Simone is acting Rostand's "The Lady of Dreams" ("La Princesse Loiraine"), for the first time in English, at the Hudson theater, New York. The English version is by Louis N. Parker and on the whole is passable, often eloquent. It is an old story that Rostand's verse needs as translator an English Rostand.

The play is an exalted love lyric curiously like "Tristan and Isolde" in motive and even in setting, in its use of a ship for one scene. The messenger of the prince's love falls in love with the beautiful princess on his own account. They are remorseful and go together to the ship of the prince. As he is passing away she dedicates her future to his ideal romantic memory, and the messenger sails away on a religious crusade as penance.

It is a glowing, passionate, imaginative and moving bit of poetic romance, says the New York Post. The earlier scenes on the caravel were ineffective in spite of a praiseworthy managerial effort to make them pictorially impressive because the confused howlings of the crew made them partly unintelligible, and because the caravel itself was a flagrant marine impossibility.

But the interest quickened with the appearance of A. E. Benson, who played the part of the prince with fine intuition and delicacy, and spoke his lines with delightful crispness, nice emphasis and melodious intonation. Julian Farrant also distinguished himself by a hotly virile and picturesque performance of Bertram, although he is no such spokesman as Mr. Benson.

The Princess Loiraine, of Madame Simone was an uneven but attractive piece of work. In her opening scenes her manner was too completely modern, lacking somewhat of the dignity of rank and the special grace of romance, but she was admirable in the love scenes with Bertram, furnishing additional evidence of her varied histrionic resources. She was best of all in the closing scene with the prince, which she played with infinite refinement and tenderness and an eloquence of rapid sincerity which was beautiful and pathetic.

John Drew has accepted invitations to speak during his coming vacation tour before theatrical societies of Paris, Berlin and Vienna.

Winthrop Ames says: "There are only two ways of learning how to write plays: one is to write them, and the other is to sit in front constantly and watch. I suppose I have something of Barrie's idea, although I perhaps don't go quite as far as he does. He says that it is not the dramatist's business to know anything about behind the scenes—it would spoil his imagination and his point of view. As play, being a thing that is designed to be seen from the front, should be written from the front."

"Preserving Mr. Pannum" is having the same moderate appeal in New York that it did in London. The general opinion of the reviewers is that it is an amusing trifle, though unworthy of its author in the mechanics of its plots and the unlightened cynicism of its atmosphere. Pannum's role is overplayed in New York, as it was in London.

"The Truth Wagon," a light comedy by a new writer, Hayden Talbot, seems to have taken in New York, where it is being acted at Daly's theater with a good cast headed by Max Fagan and Edwin Ayden. The central character is a youth not noted for his veracity, who suddenly decides to start a truthful newspaper. The circulation of "The Truth" jumps from 37,000 to 750,000 in two months as a result of this policy and the young man finds that his paper must oppose his father's candidacy for governor in its policy of telling only the truth. The play ends happily for all concerned.

**SCHOOL RECITAL**

At the students' recital at the School of Expression Thursday evening the following program was given: "The Honor of the Sheriff," Blackstone, Miss Evelyn Goodwin; "The Dividing Fence," Stuart, Miss Hoyt Hamilton; "Trouble on Lost Mountain," Harris, Miss Mildred McConnell; "Patty's Philosophy," Webster; Miss Floy Oliver; "The Great Day When Matilda Voted," Bangs, Miss Cleo Carpenter; "When Genius Awakes," Gilbert, Miss Kathleen Harper; comedy in one act, "Snowed up With a Duchess," Castell; "The Duchess of Salterton," Miss Anna Wallace; Mme. Value, Miss M. L. McConnell; Mrs. Cholmondeley-Jones; Miss Mary T. Thayer; Mrs. Hodge, Miss Grace Gilbert.

A large and friendly audience showed pleasure in the excellent program, and in the uniformly good work of the students. The play was particularly successful for the good characterizations, Miss Gilbert's makeup and comedy won special approval.

**LADY GREGORY TO LECTURE**

On next Monday at 2:30 p. m., by courtesy of Mrs. John L. Gardner, Lady Gregory, director of the Irish players, will lecture in the music room at Fenway court on "A Possible American Theater and Our Adventures in America."

**BURTON HOLMES' FAREWELL**

Burton Holmes' final lecture on "Two Ways Around the World" at Tremont Temple this afternoon closes his course for the year. Friday evening he repeated his talk on "Rio de Janeiro" before a large and pleased audience.

## Beattie &amp; McGuire

ANNOUNCE THEIR

Opening for Spring Season, 1912

Silks, Dress Goods, Suitings, Marquisesettes  
Chiffon Cloths, Silk Petticoats, Etc.

Every day now marks the arrival of New Spring Merchandise in liberal quantities. *Newness and Originality* are the distinguishing characteristics of our extensive showing at this season.

## Silks

Our Silk Section is replete with the newest weaves and best makes that the Foreign and Domestic markets can furnish. The pronounced favorites (and decreed by fashion to be the leaders) are Chiffon Taffetas, which we are showing in plain, changeable and chameleon effects, beautiful to look at, high lustre, with soft, clingy finish, and Foulards, Single and Double widths, in a large variety of neat patterns and colorings, embracing also the latest Bordered effects and justly vying with Chiffon Taffetas in their claim for popularity.

## Dress Goods

Our Dress Goods Section is filled to overflowing with all the new and staple weaves. No make but those of proved excellence and merit get admittance here. Prominent among our almost unlimited assortment are Whip Cord and Bedford Cord, which we are showing in the plain and two-toned effects, as well as many other new and exclusive weaves and colorings not to be found elsewhere.

## Wholesale Prices

Being located on the Third Floor (which can be reached by Elevator that is equipped with all the modern appliances to insure safety) our expenses are therefore reduced to the minimum, thereby enabling us to sell our merchandise at a very considerable saving in price below what you would pay for same qualities elsewhere, or in other words, retailing to you at WHOLESALE PRICES.

A cordial invitation is respectfully extended to visit our Store during this season, when our staff of experienced help will be pleased to wait on you with promptness and courtesy and offer you many helpful hints to aid you in making selection.

REQUESTS FOR SAMPLES WILL RECEIVE PROMPT AND CAREFUL ATTENTION

BEATTIE &amp; MCGUIRE, 29 Temple Place, Boston, Mass.

Tel. 49 Oxford

Over Emerson's

WITNESS SAYS FIRM  
CHANGED NAME AND  
REMAINED IN FIELD

ST. LOUIS—Charges that the Waters-Pierce Company has by a subterfuge continued its business in Texas after having been legally ousted from that state, and that the company is being made to pay the expenses of H. Clay Pierce's present contest to retain control of it were made Friday by Charles M. Adams, former secretary and treasurer of the company, in his testimony before Special Commissioner McDonald.

Mr. Adams is one of the three men supported by the Rockefeller interests who own 99 per cent of the Waters-Pierce company and are suing to compel their installation as directors, following the election of Feb. 15.

Attorneys for the Pierce interests called Mr. Adams as a witness and the lawyers in cross-examination, sought to show that the Waters-Pierce company, which evades the Standard, with seeking to evade a court order, has itself resorted to similar practices in Texas.

In reply to the questions of his own lawyers, Mr. Adams related the manner in which he said the company had continued to do business in Texas since the ouster, under the name of the Pierce-Fordyce Association.

The Waters-Pierce Oil Company was ousted from Texas on the ground that it had violated the anti-trust laws of that state. It was succeeded by the Pierce-Fordyce Oil Association, which bought the property of the Waters-Pierce at a foreclosure sale.

The present inquiry touches the question of whether there has been a severance of Standard Oil and its subsidiaries in accordance with the recent dissolution decree order of the supreme court of the United States.

SOCIETY TO BUILD  
WOOL STOREHOUSE

CHIPPewa FALLS, Wis.—Directors of the wool department of the Wisconsin Equity Society decided at a meeting recently to build a fireproof house to hold 200,000 pounds of wool instead of trying to buy wool at 18 different points, as last season. They hope the pooling of wool by the farmers in this manner will be more profitable than was the old method.

## L. P. HOLLANDER &amp; CO.

A Timely Sale of  
English Serges

NAVY—BLACK—IVORY

\$2.50 Quality for	\$1.85
\$3.00 Quality for	2.40
\$3.50 Quality for	2.75

The saving is made possible because of a slight price concession from our importers. The serges are of the finest qualities, in narrow-wale, wide-wale and whipcords, and the width is 54 inches.

## HAITIENNE: A New Silk

This weave is mentioned extensively in the Paris openings and is offered by us exclusively. The weave resembles Gros de Londre, and is a faille effect in chameleon colorings. 44 inches wide.

New Crepe Wash Silks in \$2.00  
fashionable colorings

These new silks are a practical adaptation of crepe de chine to wash dress purposes. In white ground work with satin stripes of color. 34 inches wide.

Petticoats of Silk Jersey \$5.00  
and Messaline

An interesting offering of new petticoats at a most attractive price. Made of silk jersey, with messaline flounce, in all the desirable colors, including white and black; also, messaline petticoats in solid or changeable colorings.



## WEALTH FOR AMBERGRIS DISCOVERER

Sometimes Floats Among the Ocean Waves and Often It Is Washed Up on the Sands

Recent Big Finds by New Bedford Ship Recall the Palmy Times in the Whaling Industry

ONCE in a while some one finds a glittering thing like a string of glass beads and his children play with it until a friend who knows declares the seeming bauble to be a diamond necklace.

Now, if while sauntering along the coast your attention should be attracted to some curiously variegated substance, either floating in the water or deposited on the sand, do not pass it by indifferently. For there before you may lie the basis of a fortune. If the substance is ambergris—why, ambergris is worth its weight in gold.

Recently on the New England coast a sojourner added some hardened substance to his collection of curios. Then, later, when the question arose of making room for other curiosities, the find would have been tossed into the ash barrel had it not stirred the interest of another member of the family. A chemist was consulted and analysis disclosed the fact that the substance of the lump was ambergris worth almost \$20,000.

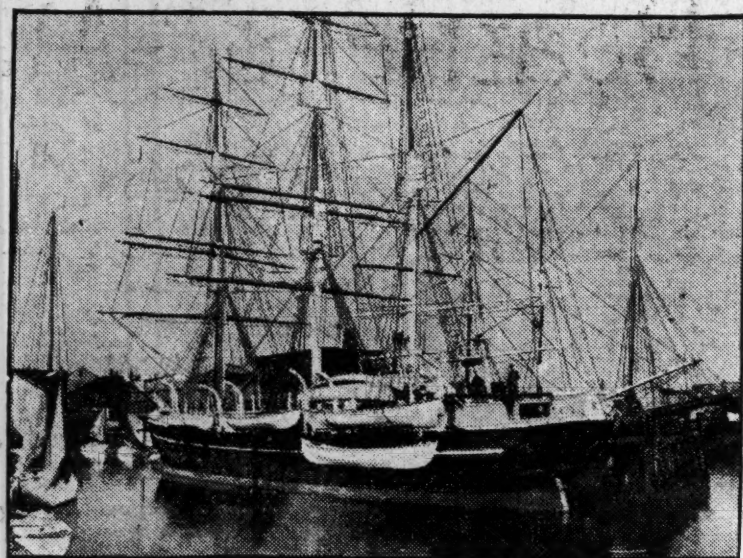
## Sought by Whalers

Least the summer visitor at the shore infer from this incident that ambergris lies around only waiting to be picked up it may be well to add that, while this prized substance is likely to be found on any coast, it is encountered mainly off the Brazilian mainland, off the coast of Africa, around the East Indies, China, Japan. The Caribbean sea has yielded quantities of this now more and more rare by-product of the sperm whale. In times past, the New England whalers had three things in view when they set out upon their long-continued expeditions—the obtaining of oil, whalebone and ambergris. The lucrative Rockefeller industry soon made the more easily obtained land product supersede the less easily obtained sea product. As for the whalebone, inventiveness brought along other materials to take its place. But up to the present the perfume's art has found nothing in the animal kingdom to equal ambergris as a component part of its ultra-refined mixture. For this reason there are still some whaling schooners that try to obtain ambergris, either in its dissociated form, or as part of the sperm whale, from which it is obtained.

The experience of the brig *Viola*, of New Bedford, Mass., which made a record for itself in the southern seas around the Azores, is a recent instance of successful whaling. As far back as June 30, 1910, Capt. John A. Cook set out in his good ship to search for the sperm whale in its native lair. Almost a year and a half later came the report from Fayal, the Azores, that the New England skipper had been favored by a catch that had netted about 1570 barrels of oil, valued at \$25,000, and ambergris worth \$18,000. So far as the profit of the trip went, at the time of the report, Captain Cook had cleared, over and above all expenses, \$18,000. The find of the ambergris was shared partly with the crew of the bark *Bertha*, also of New Bedford. When brought to land it sold for more than \$30,000.

## What Ambergris Is

Ambergris is described by the Encyclopedia Britannica as a "solid, fatty inflammable substance of a dull gray or blackish color, the shades being varie-



Bark tied up at wharf in New Bedford, the city which formerly was world's center for whaling expeditions

gated like marble, possessing a peculiar sweet, earthy odor. . . . On exposure to air it gradually hardens, becomes pale, and develops its sweet, earthy odor. In that condition its specific gravity ranges from 0.780 to 0.926. It melts at a temperature of about 145 degrees Fahrenheit, into a fatty yellow resinous-like liquid; and at 212 degrees it is volatilized into a white vapor. . . . The high price it commands makes it peculiarly liable to adulteration, but its genuineness is easily tested by its solubility in hot alcohol, its fragrant odor and its uniform fatty consistence on being penetrated by a hot wire."

It is peculiarly fitting that the recent finds of ambergris in large quantities stand to the credit of a New Bedford ship, for it was from this New England port that, 70 years ago, several hundred vessels made their departure regularly in quest of the ocean monarch. In those early days more than 70,000 men were engaged in the whaling industry. More than \$70,000,000 was invested in the business. Then, as New England whal-

ing began to decline, the Pacific coast ports took up the work and the introduction of the steam whaler coincidentally marked a new period.

The sperm whale was something worth going after in those early days, with its oil never selling for less than \$1 a gallon. Sometimes, as in the civil war period, it rose as high as \$2.25 a gallon. Ordinary whale oil after the early '40s varied from 50 to 80 cents a gallon. Now this oil sells at a price so low that it is doubtful if whales would be hunted for that product alone. The bone and other by-products of the mammal are much more valuable.

There are some record catches within the memory of New Bedford people. In April, 1866, the *Corinthian* and the *George Howland* arrived at that port within five days of each other and each with a cargo valued at \$250,000 in the rough, and netting a profit of \$125,000. As late as 1886, the bark *Europa*, which had been sailing in Japanese waters, came home with a cargo worth \$248,000. And ambergris helped to swell such totals.

## MR. BRANDEIS IN ERROR, ASSERTS S. W. WINSLOW

Sidney W. Winslow, president of the United Shoe Machinery Company, says Louis D. Brandeis was incorrect in telling of his relations with the shoe machinery company. He has sent a letter to Senator Clapp, chairman of the Senate committee on interstate commerce, in which it is declared that Mr. Brandeis accepted fees from the company after the date on which he said he resigned as counsel, and that the various court decisions, which the attorney averred changed his ideas as to the legality of the corporation, were made months before he announced his new attitude before the Massachusetts Legislature.

"Mr. Brandeis says that he ceased to act as counsel for the company five months before June 1, 1907," says one paragraph of the letter. "Mr. Brandeis' firm after that date, to wit May 1, 1907, July 1, 1907, Jan. 1, 1908, and Nov. 1, 1909, rendered bills aggregating about \$1000 for professional services and disbursements in our matters, which have been paid by the company and which payments have never been returned by Mr. Brandeis to my knowledge."

"He says that, although he regarded the United Shoe Machinery Company as a good trust in May, 1906, and that he regarded the bill before the Massachusetts Legislature as unconstitutional, he saw light when the United States supreme court decided *C. B. & Q. R. Co. vs. Drainage Commission*. This case was decided March 2, 1906, two months before Mr. Brandeis went before the Legislature at all."

## BOSTON POSTAL BANKS NOW HAVE \$382,302 DEPOSITS

Edward C. Mansfield, postmaster of Boston, made public his February report on the nine postal savings depositories in the Boston postal district today showing deposits amounting to \$382,302 credited to 7892 persons.

Of that sum \$258,536 is on deposit at the central postal savings depository, which was opened on Aug. 1. There are now 4941 depositors at the central bank and it is expected that the number will be increased by the recent order of Postmaster General Hitchcock permitting persons not residing in Boston to patronize the postal savings depositories.

Hanover street station has deposits amounting to \$46,288, credited to 610 persons, of which \$10,277 is on deposit during February by new depositors.

The February statement made public by the postmaster follows:

Center	\$258,536
Boston	\$46,288
Back Bay	\$1,060
East Boston	\$1,277
Essex street	\$955
Hanover street	\$46,288
North postal	\$1,407
Roxbury Crossing	\$1,961
South Boston	\$985
Station A	\$2,447
Total	\$382,302

HON. EDWARD BLAKE PASSES ON TORONTO, Ont.—The Hon. Edward Blake, second premier of Ontario, and for a dozen years John Redmond's trusted lieutenant in the British Commons, passed away here today.

## Houghton &amp; Dutton Co. NEW ENGLAND'S GREAT CASH HOUSE

## Silks and Dress Goods for Easter

Our new Spring Suits are arriving daily. They have been selected to meet the most exacting requirements of fashion and we feel certain our selection will please you. Our prices are very low, when you consider qualities.

FOULARDS. It is now time to select your Easter foudard for your street costume. We offer exceptional bargains in a line of plain figured prints; also the jacquards that you will recognize as being priced at 98c a yard elsewhere. Our price, 59c a yard.

SHANTUNGS, the regular quality, the asking price of which has been 25c in white, black, navy, Copenhagen, jasper and the natural shades. Limited quantity, for 25c a yard. 25c

TAFFETA SILKS are again very much in evidence and we are equipped with an elegant line, in the specially popular colors. Our price is 59c a yard.

FOULARD SILKS. Why pay more elsewhere when you can find such a great variety of handsome foudards here, in all colors and all the popular designs. A 50c value, at only 49c a yard.

CHENEY FOULARD, in a large collection of new designs and dots. We say positively that we have the \$1.00 quality and the regular 85c grades. There is no richer or more appropriate material for Easter than a foudard dress. Special for this week for 78c a yard. 78c

YARD-WIDE SHIMMERING MESSALINES. These beautiful silks that are in such demand everywhere for evening dress and for street wear we can show you in the correct colors. Valued at \$1.25. Our price, only 98c a yard.

ROUGH SHANTUNG SILKS are much in demand. Our 27-inch 60c cloth is noted for service and its beautiful finish. Natural color and the other favored shades. Priced at 49c a yard.

COTTON AND SILK are to be much in vogue this Spring. Every creation that is correct is found here in our great assortment: poplins, jacquards, grenadines and stripes. Exceptional value, 25c at 25c a yard.

PONGEE SILKS AND MESSALINE FANCIES, ranging from 24 to 36 inches wide, in many new designs for the new Spring costume. Instead of 49c a yard, as elsewhere, our price is 39c only.

SILK VARIETY, black peau-de-soie, taffetas, satin duchess, peau-de-cygne and messalines. Take your choice of any of these fabrics and you will surely select the best wearing silks (in blacks) that are manufactured. These 36-inch silks are actually worth \$1.25 a yard. Our price is only 98c.

Our new Spring Dress Fabrics are ready for your inspection. Here is an opportunity for dressmakers and our other thousands of customers to make early selections. We quote here reliable suitings, which we offer in great variety at our low cash prices.

CHIFFON BROADCLOTHS, twilled back, smooth surface, diagonal line with the effect of the stylish whipcords. Complete line of all the latest spring colors. Bought to retail at \$1.98. Our price only \$1.25 a yard.

BLACK BROADCLOTHS, made in a famous domestic mill and advertised usually as a foreign cloth for 2.50 a yard. Exceptional value for a tailored suit. Special at 1.97 a yard.

HAIR LINE SERGES, also plain and novelty weaves that are selling in most places at 49c a yard. Our collection of these popular priced fabrics is large and well selected. Now offered at 38c a yard.

FRENCH SERGES, also a complete assortment of the high-grade Wide Vale and Storm Serges that fashion says are the correct materials for early Spring wear. Most places ask \$1.25 a yard for these grades. Our price 98c a yard.

WHIPCORDS in the most advanced styles and in the most desirable colors and blacks, fully 50 inches wide. Serviceable and much in demand. Instead of \$1.75 a yard, our price is only 1.25 a yard.

MIXTURES, for skirts and suits of the Scotch effects, also stripes that you will want for the walking skirt. Some worth \$1.00. All underpriced, at 78c a yard.

BLACK BRILLIANTINES and Sicilians, of domestic make, 50 to 54 inches wide, made from wiry mohair; very lustrous finish and warranted for hard service. Also the stripe effects in self-colored and with white hairlines. Worth \$1.75 a yard. Special at 1.25 a yard.

MOHAIR BRILLIANTINES, the 50-inch lustrous cloth that has always been a reliable fabric for service and has usually sold at 59c. We advise you to buy now for your future wants, as this material is certain to be scarce. All colors and black at 48c a yard.

## At the Lace Counters

POINT DE PARIS VALS, EDGES AND INSERTIONS, all on the light effects, in a large variety of patterns. 19c value, for 12 1/2c a yard. 12 1/2c

POINT DE PARIS AND PLATT VALS, EDGES AND INSERTIONS. All on the light effects and a very excellent assortment; 25c value, for 17c a yard. 17c

18-IN ALLOVER LACES, in white and ecru colors, Oriental and silk embroidered, all the new small designs; \$1.00 value for 79c a yard. 79c

## Neck wear

LACE NET GUIMPES, with the new shadow lace yokes, long sleeves, sizes 34 to 42, and a large variety of patterns; \$1.00 value, for 79c each. 79c

COAT SETS, white embroidered with embroidered scalloped edges, good assortment; 50c value, for 39c a set. An exceptional bargain. 39c

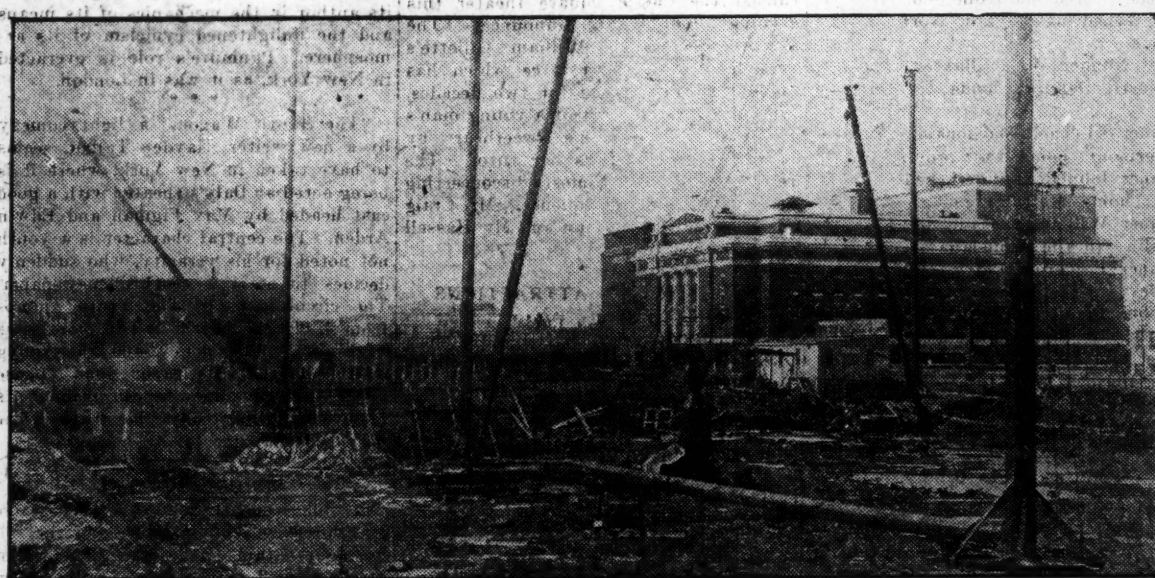
## Embroideries

CAMBRIC EDGES AND INSERTIONS, edges from 2 to 5 inches wide; large selection and values up to 10c a yard. Choice 5c a yard. 5c

17-INCH BEADING TOP CORSET COVER AND 17-INCH SKIRT FLOUNCING EMBROIDERY, 19c value, for 12 1/2c a yard. 12 1/2c

27-INCH DRESS FLOUNCING, 36 different patterns to select from; embroidered in the Swiss and Nainsook, 39c and 50c value, for 25c a yard. 25c

## SITE OF ONE OF GROUP OF BUILDINGS FOR Y. M. C. A.



In left of background is seen structure which holds concrete foundation in place while it hardens—At right is the Boston opera house

## COALING STATION SOUGHT IS CHARGE

WASHINGTON—In view of the situation in Mexico, great interest has developed in official circles here in the statement made in the Senate by Mr. Lodge, that a great eastern nation has been, and is still endeavoring, to obtain

a coaling station on the Pacific coast of Mexico. Senator Lodge, after making the statement the other day in his peace treaty speech, refused to amplify it today.

Mr. Lodge's speech and other developments revived interest in the activity of Japan, which has endeavored, it is alleged, to establish a coaling station at Manzanillo on the Pacific coast of Mexico.

## PLATFORM GIVEN BY MAYOR BARRY

Development of manufacturing industries in Cambridge and the extension of the playground system are two of the chief planks in the platform on which J. Edward Barry is to conduct his campaign for reelection to the Cambridge mayoralty. At a ratification meeting by the Democrats in Cypress hall last night Mayor Barry spoke. Henry J. Cunningham, former president of the city committee, presided. Remarks were made by President James T. Barrett of the board of aldermen, Assessor William M. Hogan, John W. Bradley, candidate for school committee, and Jeremiah F. Donovan of the board of assessors.



Griddle cakes are always light and fluffy with appetizing wheat flour if made of

Franklin Mills Entire Wheat Flour

WRITE FOR FREE COOK BOOK

Franklin Mills Co., 131 State Street, Boston

## WORK RUSHED ON FOUNDATIONS OF Y. M. C. A. BUILDING

Additional men have been put to work on the construction of foundations for the Young Men's Christian Association building to be erected on Huntington avenue, near the old baseball grounds.

The contractors are now laying the foundations for the educational and boys' building. Work on this structure as well as on the lighting and heating plant will be pushed so that the educational course may be resumed early this fall without any loss of time by the pupils.

It is also the desire of the directors that the gymnasium be one of the first features completed, and the builders will carry out their wishes as rapidly as they can.

It was announced today that all material and men will be on the scene by April 1, at which time the construction of the big association plant will be in full swing.

WILLIAM M. BUNTING MANAGER  
William M. Bunting, Harvard '05, junior partner of Plympton & Bunting,

has charge of the Massachusetts department of the Penn Mutual of Philadelphia, according to an announcement made by the company. Plympton & Bunting have been managers for Penn Mutual for the last 25 years under the management of Mr. Bunting's father, the late Col. William M. Bunting, Sr. Mr. Bunting resides at Swampscott. His business headquarters are in the Penn Mutual building at 24 Milk street.

## JURY CONVICTS IN ELECTION CASE

Jurymen in the case of Augustus Seaver, labor candidate for Governor last fall, and Patrick T. Sheehan, charged with making and filing false nomination papers in connection with Seaver's candidacy, in the superior court this morning found Seaver guilty on all 24 counts. Sheehan was found guilty on all but four counts of the indictment.

Bail was fixed at \$1000 for Sheehan and \$3000 for Seaver. Dennis F. Mahoney, who appeared as a state witness, was held in \$1000 bail.

## C. F. Hovey &amp; Co.

## SPRING OPENING OF Infants' and Children's Wear

We specialize in Complete Outfits for Infants and Children. It is Our Aim to Co-operate with you in dressing the children tastefully and becomingly at reasonable prices.

INFANTS' LONG CLOAKS made of Cashmere, Crepe de Chine and Silk Poplin; trimmed with silk braids, featherstitching and hand embroidery. \$4.00, \$5.00, \$5.50 up to \$25.00

WHITE COATS, 6 months to 3-year sizes, made of Cashmere, Bedford Cord, Crepe de Chine, Silk Poplin and Crepe de Chine, trimmed with fancy braids, hand embroidery and real Irish Crochet laces. \$3.50 to \$20.00

CHILDREN'S HATS, 2 to 5 years, in Peanut, Railroad, Panama, Milan, Leghorn and Fancy Braids, effectively trimmed with ribbons, flowers and laces. \$2.75 to \$12.75

SHORT DRESSES, 6 months to 1 year, Hubbard style, hand made and trimmed with cluster tucking, featherstitching, smocking and hand embroidery. \$1.50 to \$7.75

INFANTS' LONG CAPES made of Cashmere, Bedford Cord and Crepe de Chine; trimmed with hoods and deep collar effects, embroidered and finished with silk cords. \$5.00 to \$10.50

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SHORT DRESSES, sizes 2 to 5 years, made of best quality Rep in colors, white, pink, blue, kimono style with broad bias fold and belt trimmings. Special, at 85c



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## LAWRENCE AMERICANIZATION WORK HAS BEEN INTERRUPTED BY THE STRIKE DEVELOPMENTS

Night School System Was Perfected for the Express Purpose of Developing Thousands of Boys and Girls From Abroad Into Scholarship and Efficiency

### NEW LIGHT ON EXODUS OF CHILDREN

Speculation over the merits of the Lawrence strike situation and the constitutionality of action by the authorities to prevent further removal of children from the city by labor leaders appears to have overlooked to a great extent one point of utmost importance—the fact that Lawrence rearranged its school system five years ago in order to develop ever-increasing numbers of immigrant children into useful citizenship. At present this splendid work is now practically at a standstill and the first concrete results of the system may be largely offset by the check to its progress. It is with the Lawrence schools and what they have been doing for the children of the immigrant that the following article deals.

WHEN the leaders of the Lawrence strike adopted the expedient of taking several hundred children to New York and other big cities every teacher in that important textile center, from the superintendent to those in charge of elementary studies, felt that the move meant a great deal more than was apparent from surface indications.

The Lawrence school system has been perfected with the special object in view of Americanizing a large European-born population by making a beginning with the boys and girls. A highly efficient night school department has resulted. Bernard M. Sheridan, the superintendent of schools, and John J. Mahoney, the supervisor of the night schools, as well as the large and capable staff that has been enlisted in the work, had reason to believe that they were about to reap where for a number of years efforts had centered on making ready the educational field for the somewhat exotic harvest.

It is entirely too early to estimate what effect the exodus of the Lawrence juveniles may have on the general school situation in that city. The authorities, recently emerging from a financial maze that promised to occupy the recently instituted commission government's attention to the utmost then and for some time in the future saw themselves confronted by a situation that meant more and immediate expenditures with which no one had reckoned before the strike began. Less money in the city treasury naturally could not indicate more money for school purposes. And while nothing has been said to the effect that there will be curtailment in that direction citizens of Lawrence are somewhat apprehensive.

### Serious Considerations

But the school authorities are not at present concerned over the financial aspects. The removal of the large number of children to another city; their parting from their parents, humble as many of the mill workers' homes undoubtedly are; the breaking up of the teaching that had been proceeding satisfactorily; all these things combined to make the teachers think seriously on the matter. It was not entirely reassuring that the strikers' committee advanced the argument that by giving up their children temporarily, the fathers and mothers would be the better able to cope with the situation. The moral side of the question had to be taken into account.

Leaving out of consideration the general day schools and examining into the effect of the mill strike upon the night schools, it is here that the non-attendance is made conspicuous for other reasons than that other cities are at present the homes of many Italian, Syrian and Polish children from Lawrence. For Massachusetts owns to a law that compels school attendance where workers in mills and factories, between the age of 16 and 21 years, are illiterates.

### Employment of Minors

It is for the overseers in the various mills at Lawrence to see to it that the law regarding the employment of minors is rigorously enforced. A pamphlet issued by the school department contains numerous instructions for the guidance of mill agents and overseers. Most significant is the part which treats of the law regarding labor certificates and in section 58, chapter 269, it reads that "an age and schooling certificate shall be ap-



BERNARD M. SHERIDAN  
Superintendent of Schools, Lawrence,  
Mass.

proved only by the superintendent of schools or by a person authorized by him in writing; or if there is no superintendent of schools, by a person authorized by the school committee; but no member of a school committee or other person authorized as aforesaid shall approve such certificate for any minor then in or about to enter his own employment or the employment of a firm or corporation of which he is a member, owner or employee. The printed form of such age and schooling certificate shall be provided by the chief of the district police. No such certificate shall be approved by any person unless he is satisfied that the minor therein named is able to read at sight and to write legibly simple sentences in the English language, as is required for admission to the fourth grade of the public school of the city or town in which such minor lives."

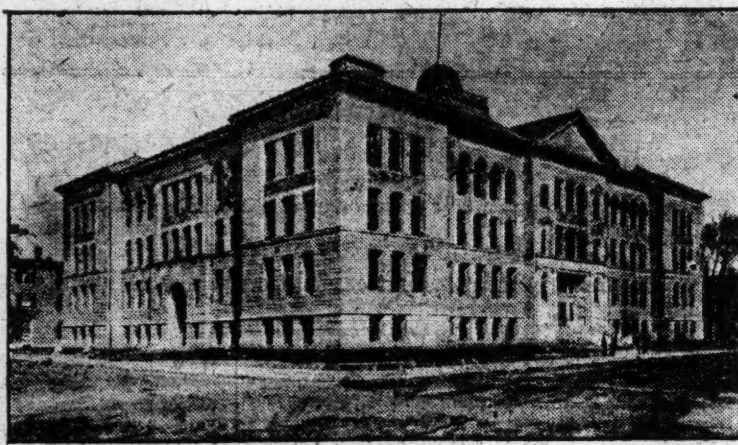
The law compelling the attendance of illiterate minors at evening school states specifically that "while a public evening school is maintained in the city in which any minor over 14 years and who does not have a certificate signed by the superintendent of school or by the school committee, or by some person acting under authority thereof, certifying to the minor's ability to read at sight and write legibly simple sentences in the English language, besides, no person shall employ him, and no parent, guardian or custodian shall permit him to be employed unless he is a regular attendant at such evening school or day school."

If there is any dispute regarding the date of any minor's birth or any question as to his ability to read and write English in accordance with the law, the superintendent of schools must decide the matter. Neither the minor nor the overseer has any right to determine the case for himself without reference to the proper authority.

### Cards to Show Literacy

In September of last year the Massachusetts district police issued a new form of certificate for literacy, in the case of minors over 16 years. These certificates are known as "yellow cards." Up to that time the so-called "white card" had been used as a certificate for both the literate and the illiterate minors, the word "not" having been written on to the illiterate minor's card where the ability to read and write was certified to.

Under the new law and regulations there are two forms, the "yellow card," referred to already, and the "pink card," which indicates illiteracy. With the permission of the chief of the metropolitan police the new form will be gradually introduced in the mills of Lawrence. The use of them for the present will be confined to new issues from the office of the superintendent of schools. Meanwhile the "white cards" will remain a sufficient certificate for all at present holding them. But every new employee of the age specified must be sent to the school superintendent's office for a cer-



High school building at Lawrence, only a block away from center of European-born population

tificate and the instruction to the mill owners is in capital letters. It says that: "Be sure to insist that every new employee between 16 and 21 years furnishes you at once with either a certificate of literacy (yellow card) or of illiteracy (pink card)."

Taking it for granted that the mill overseers do their full duty and admit no one to work except persons qualified, in accordance with the Massachusetts law, then the great task of the authorities begins when the youthful workers become enrolled as pupils in the Lawrence night schools. For there is this to be said of the legal restriction, that it is only while they are actually at work during the day that the young people need attend school. And that many attend night school under compulsion and merely to comply with the law, in order to work in the mills, was shown graphically when the textile strike began. For then almost all deserted the night school.

### The Night School System

The Oliver school, which faces the Lawrence common, and which looks into Common street, where most of the European born population resides, is the headquarters for the night school work. A block away is the fine high school building. These people therefore are within easy reach of the educational institutions that have been devoted zealously to their improvement.

In 1907, after several tentative and more or less satisfactory attempts had been made to interest the newcomers in their own development, Superintendent Sheridan decided that if ever anything really worth while was to be accomplished there would have to be evolved a system entirely different from any then in vogue, and with particular reference to each of the many nationalities then coming into Lawrence in ever-increasing numbers.

The man selected for the work of bringing the disjointed elements into some sort of correlative whole was John J. Mahoney, then the principal of the Packard school. Mr. Mahoney is a Harvard graduate and while he had left that institution only a few years before, had shown marked ability in conducting what was the city's largest public school. Having studied the immigration problem, the sociological phases that become apparent when assiduous investigation is made as to the relationship between European and native born, Mr. Mahoney became convinced that the task was not an impossible one in case a proper teaching staff could be brought together and the municipality could be made to see the necessity for advancing along certain novel lines that he formulated.

Many have been the obstacles in the past five years, great as has been the difficulty of convincing the immigrants that it was all for their own good, there is convincing proof that excellent results have been achieved in the Lawrence night schools under the present supervision. Mr. Mahoney was instrumental in dispelling the long standing notion that anybody could teach evening classes. This educator always had argued that teaching the illiterate newcomer was not only a desirable mission, but an art. He asked that trained teachers should take the places of those who, kindly enough, had volunteered to guide these people into the realm of knowledge. Day and night he studied the situation from every angle, measured probable success by a possible defeat, and at last evolved the system that, when the strike came over Lawrence like a

thunderclap, had had a most practical application.

The evening high school is as much for the immigrant as for the native born, but few ever reach the higher grades, and when the strike came more than 1200 pupils were enrolled in the elementary night schools. The Monitor, in a previous article, has spoken about the difficulties in the way of teaching the people from abroad. In interviews with Superintendent Sheridan and Mr. Mahoney it was pointed out that the "floating population" was a hindrance to the work because a family in Lawrence to-day might be gone tomorrow.

The teachableness of some of the newcomers, as compared with that of some others, is illustrated by the fact that the greatest willingness to learn is manifested by the Poles and Lithuanians, while the Italian group is apparently less receptive. Where the pupils are adults, however, it can be said that their presence at night school should indicate that they at least were anxious to be taught, although they might be slow in learning.

It would have been worth while for William H. Maxwell, superintendent of the public schools of New York city, to have looked in on the Lawrence night schools at a time when the Oliver school, before the strike, was in the heyday of its activity. What Dr. Maxwell had to say in his recent report relative to the uselessness of the night school system in the metropolis at any rate could not be applied to this textile city of Massachusetts. For it is a safe assertion that, no matter what have been the handicaps at Lawrence; no matter what the opposition to the operation of the law, regardless of educational problems such as New York with its teeming foreign population never had to deal with, the Lawrence night school methods have amply justified themselves.

### Struggle Reads Lesson

Furthermore, the strike will have brought this lesson to the Italian, the Pole, the Syrian, the Armenian and the other nationalities, that only as they advance themselves in the knowledge of the English language and in American ways of living, can they become able to cope successfully with the problem of daily living. Already it is evident that those who neglected their school opportunities may be made to feel the burden of the lack of knowledge. What ever may be the outcome of the strike eventually, there is to be a new stock-taking of available labor material for the mills, the man or woman or boy or girl who has made the best of the opportunities for schooling will reap the benefit, resulting from meritorious endeavor.

The Lawrence situation today is much more than an example to Lawrence and the commonwealth. It has become an issue between average intelligence and needless ignorance. The city cannot be blamed for not furnishing means for the betterment of the new arrivals. The Americanizing of the new arrivals, the 54-hour law may have its drawbacks against the 56-hour rule that preceded it, but the two hours a week saved might be used advantageously in acquiring knowledge.

The industrial situation along the historic Merrimack river would be today, perhaps, even less acceptable had the night school system, instituted five years ago, not been thrust into a breach as some measure of protection against an illiteracy that is of national consequence, and should be persistently overcome.

## WHAT EDITORS ARE SAYING

EDITORIAL comments presented today deal with timely topics.

**SPRINGFIELD UNION**—The Grand Trunk Railroad Company's request for a charter to build a road into Boston, without definitely specifying what the route shall be, is as unreasonable as it is extraordinary. The company should comply with the law as it stands. The disadvantage that course would engender in negotiating with land owners is an unavoidable one for the company, as for others placed in a similar position. There is no likelihood, however, that this handicap in itself would defeat the company's purpose. It seems to us that the requirement that the company file a map is a perfectly reasonable and proper one, and is especially important when the country to be traversed is a metropolitan community like Greater Boston. We have no sympathy with those who would bar out the Grand Trunk simply on the ground that it is a "foreign" concern; but neither do we believe that the commonwealth can afford to waive requirements ordinarily adjudged sound and necessary.

and appear as a suppliant for the Grand Trunk's favor in disregard of its own well-established policy.

**NEW YORK PRESS**—The report of the Philippine commission for 1911 ought to silence temporarily the lamentations of the anti-imperialists who periodically bewail "the hard times" which American rule has brought to the islands. To be sure, the unprecedented prosperity now reported is chiefly due to free trade with this country, only a little more than two years old, but the larger markets thus mutually thrown open found at once a healthy industrial and economical condition in the islands. The report shows a gain of nearly \$13,000,000 in the total value of imports, which increased from \$37,067,630 in 1910 to \$49,833,722 for the fiscal year of 1911. The gain in total value of exports was much less extraordinary, although the tables show an increase of about \$100,000 over 1910, which was a record year. But the most striking statement of the growth of commercial prosperity in the Philippines is found in contrasting the figures covering

# Chalmers

## Five Things to See in the Chalmers Exhibit at the Auto Show

### Chalmers Self-Starter

Self-starting motor in constant operation, starting every few seconds. Chalmers Self-starter is simple, efficient, safe, air-pressure type.

### "Cut-out Chassis"

A Chalmers "Thirty-Six" chassis in operation, with parts cut away so that you can see exactly what happens inside a motor car when it runs along the street.

### Chalmers "Thirty-Six" \$1800

Unusual value because of these features: Chalmers Self-starter, air-pressure type; long stroke motor; four forward speed transmission; 36"x4" tires and Continental demountable rims, and many other 1912 improvements.

### Chalmers "Six" \$3250

Here is a new car which offers you the maximum in motoring luxury and service. 54 h. p.; Chalmers Self-starter; 130" wheel base; 36"x4 1/2" tires; Continental demountable rims; ten-inch upholstery.

### Chalmers "30" \$1500

Famous car that set the pace among low priced American cars; holds world's light car speed record; won the hardest Glidden Tour ever held. Fully equipped, \$1500. You should not miss these features of the Chalmers exhibit at Mechanics Building. They are things that people are talking about. We invite you to come.



This monogram on the radiator stands for all you can ask in a motor car.

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907 BOYLSTON ST.

Represented in Lynn by C. E. WHITTEN and in Brockton by A. L. TURNER, 106 Main Street.

## TEACHERS TO TALK RETIREMENT LAW

Members of the Massachusetts State Teachers Federation will meet at Riverbank court this afternoon to consider plans for drafting a retirement salary law and to adopt a platform based on recommendation submitted by a committee composed of President Ernst Makepeace, West Somerville; Frank L. Wilipple, Lynn; Howard W. Poor, Somerville; and Walter I. Hamilton, New Bedford. The business meeting will take place after a lunch.

## CARRIERS TO CARRY PEDOMETERS

Boston postmen are to carry pedometers next week to ascertain the length of their routes. They will also weigh each sack of mail they take out of the office. This is so Postmaster Edward C. Mansfield can figure the increase or decrease of the various routes over the first week in March last year.

## SHOE WORKERS TO MEET AGAIN

Officers and delegates to the New England organizing conference of the Boot and Shoe Workers Union, which held a session in Boston Friday night, are to meet at the Quincy house tomorrow afternoon to discuss union affairs.

## James McCreery & Co.

23rd Street

34th Street

RUG DEPARTMENTS. In Both Stores.

Domestic Carpets and Rugs.

Complete line of the finest Carpets in Wilton, Plush, Axminster, Body Brussels and Wilton Velvets. 1.00 to 3.25 per yard

Domestic Rugs, all sizes in the best qualities of Wilton, French, Bundhar and Anglo Persian weaves. 2.00 to 92.75

Rugs for Bungalows and Summer Homes

Various weaves of the Scotch Art; Rag Rugs in a complete range of colors and sizes. 60c to 27.50

Crex Grass Rugs in all sizes. 1.00 to 15.00

HOUSEHOLD LINENS. In Both Stores.

Double Damask Table Cloths with Napkins to match. Artistic new designs. 3.75, 4.75 and 6.00 each

Napkins. 4.50 " 6.00 dozen

Linen Sheets, superior quality, hand-hemstitched and laundered. 6.50 and 8.00 pair

1,000 Hemstitched and Embroidered Pillow Cases. Size 45 x 36 inches. 29c each

Hemstitched and Embroidered Bed Sets, spread and bolster roll.

Single bed size. 4.50, 5.50, 6.00 and 7.00 set

Double " 5.00, 6.00, 6.50 " 7.50 "

## James McCreery & Co.

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## THE RUG

We find one make of American RUG so far outstripping its fellows, in both durability and artistic value, we are forced to give it unusual prominence. It never fails our strenuous recommendation. For the living portions of the home it is unequalled. Its price for the 9x12 size is \$37.50. If regular sizes do not fill requirements special sizes can be woven to order in ten days' time.

**H. R. Lane & Co.**





## PUBLIC LIBRARY AND HIGH SCHOOL COMBINE IN VOCATIONAL WORK

Grand Rapids Principal and Librarian Select Long List of Books to Be Used in Special Preparation

### COURSE AS OUTLINED

COOPERATING with the work of the public schools in the project of vocational guidance, the public library of Grand Rapids, Mich., is pursuing a plan which the educators of that city are finding of great assistance.

The librarian, Samuel H. Ranck, and the principal of the Central high school, Prof. Jesse B. Davis, have been in consultation which has resulted in a compiled list of 400 or 500 volumes considered especially adapted to assist boys and girls to decide the momentous question as to how they shall devote their future activities. The books have been selected from among the thousands upon the library's shelves, to which have been added a few new ones thought to be particularly appropriate. The list contains books for the teacher as well as the pupil.

In order that those who use the list may have a better understanding of the purpose of vocational guidance as carried on at the high school, Professor Davis has prepared a brief statement of the aims of the work and an outline of the course of study. The books are arranged with reference to this outline.

Professor Davis says: "Vocational guidance aims to direct the thought and growth of the pupil throughout the high school course along the line of preparation for life's work. The plan is intended to give the pupil an opportunity to study the elements of character that give success in life, and by a careful self analysis to compare his own abilities and opportunities with successful men and women of the past. By broadening his vision of the world's work, and applying his own aptitudes and tastes to the field of endeavor that he may best be able to serve, it is attempted to stir the student's ambition and to give a purpose to all his future efforts. Having chosen even a tentative goal his progress has direction. In the later study of moral and social ethics he has a view-point that makes the result both practical and effective."

"In order to reach all the pupils in the high school this work is carried on through the department of English, which subject all pupils must take. Brief themes and discussions form the basis of the work. Pupils are directed in their reading along vocational and ethical lines and are advised by teachers who have made a special study of vocational guidance. The following outline gives some idea of the type of themes and discussions to be used. Each teacher is given opportunity to use her own individuality in working out the details of the scheme."

### Methods Outlined

The outline is as follows:

**FIRST YEAR.**  
First semester—Elements of Success. 1. Every Day Problems. (a) The School. (b) The Home. (c) The Athletic Field. (d) The Social Group. 2. Elements of character. (a) Purpose. (b) Habit. (c) Happiness. (d) Self-Control. (e) Work. Second semester—Biography of Successful Men and Women. 1. Character Sketches. 2. Comparison of opportunities of — with self. 3. Comparison of qualities of — with self.

**SECOND YEAR.**  
First semester—The World's Work. 1. Vocations: Professions, occupations. 2. Vocations for men. 3. Vocations for women. Second semester—Choosing a Vocation. 1. Making use of my ability. 2. Making use of my opportunity. 3. Why I should like to be —. 4. The law of service.

**THIRD YEAR.**  
First semester—Preparation for Life's Work. 1. Should I go to college? 2. How shall I prepare for my vocation? 3. Vocational schools. 4. How shall I get into business? Second semester—Business Ethics. 1. Business courtesy. 2. Morals in modern

### SUFFRAGISTS GET TWO MONTHS' JAIL

(By the United Press.)  
LONDON.—As the result of the window smashing by suffragists on Friday afternoon, resulting in \$25,000 damage, Mrs. Pankhurst and Mrs. Tulkach were sentenced to two months and Mrs. Emma Marshall to 51 days' imprisonment. There were 150 women on trial for participation in the affair.

The sentences on the majority of the suffragists varied from two weeks to a month in prison. Several were remanded to jail for sentence next week. Most of these refused to give bail.

### SPECIAL MEETINGS WELLS MEMORIAL INSTITUTE

March 3, 7:45 P. M.  
The subject: SHOULD WE HAVE A PURE CLOTHING LAW, SIMILAR TO THE PURE FOOD LAW? will be discussed by Mrs. Mary Sheen Woolman of Columbia University and a representative of A. H. H. & Co. Tickets \$1.00. Free admission for the poor. Open to the public. Admission free. Wells Memorial Hall, 607 Washington Street.

### AMUSEMENTS PHI MU GAMMA SORORITY

Presenting Paul Kester's Play "FRIEND HANNAH" For a Graduate Scholarship. Jordan Hall, March 16, at 8:15 o'clock. Directed by Mrs. Maudie Gatchell Hicks. Tickets \$1.00. Free, 50c, at Jordan Hall and Emerson College.

business methods. 3. Employer and employee. 4. Integrity an asset in business.

**FOURTH YEAR.**  
First semester—Social Ethics: The Individual and Society from the point of view of my vocation. 1. Why should I be interested in (a) Public Schools? (b) The Slums? (c) Social Settlements? (d) Public Charities? (e) The Church?

### ART IN AMERICA

The third exhibition of the Architectural League of the Pacific Coast opened Feb. 23 under the direction of the Los Angeles Architectural Club, and will continue until March 15.

Miss Henriette Clopath, head of the art department at the University of Minnesota, is giving a series of 17 talks, on successive Tuesdays, before members of the art classes that is said to be unusual both in scope and treatment and may become part of the university extension work.

An exhibition of paintings by Oliver Dennett Grover, which closed yesterday at the Detroit Museum of Art, included some striking work done in Venice and other Italian cities.

Friends of Edwin M. Dawes of Minneapolis are making much of the fact that he has developed from a painter of signs to a painter of splendid pictures in the brief space of five years.

From the galleries of Victor G. Fischer, New York, there have recently been sold three important pictures—a half length and beautiful portrait of Lady Penelope Crichton, by Raeburn, to Henry E. Huntington; a quadruple or panel of four divisions, "The Life of Christ," by Bernard Van Orley, and a fine example of Fra Filippo Lippi, to George Blumenthal. Former Mayor McClellan has also recently secured a choice Italian primitive from the same galleries.

**MUSEUM DOCENT SERVICE.**  
Free docent service will be offered at the Museum of Fine Arts on Sunday as follows: Assistant Professor Henry L. Seaver will speak on oriental carpets at 3:15 p. m. in the Near Orient room; Dr. Arthur S. Cooley will give an illustrated lecture on Greece in the lecture hall at 2:30 p. m.

### ASHBURNHAM TO GET WATER PLANT

ASHBURNHAM, Mass.—This town is to have what is expected to be a water supply adequate for a long time through acts of Ivers W. Adams of Boston, a former resident.

Mr. Adams sold the present water system to the town at what is said to have been a financial loss to himself and now offers to furnish a plant that will cost \$50,000. Mr. Adams will superintend construction of the reservoir, power plant, mains and branches.

### ALLEGED MASTERPIECE OF RAPHAEL FOUND IN AN ATTIC



(Copyright by Ryan & Duffee)

Picture said to have been inherited by persons who did not know origin

What is alleged to be one of Raphael's masterpieces, "Mary and Infant Christ," has been discovered covered with dust in a Boston attic. It had been in an old New England family for the last century, and for the last 25 years unknown to the younger heirs, it is said. P. E. Duffee, a Boston artist, found the painting through remarks of a friend.

(f) Social Service? 2. The Social Relation of the Business Man.

Second semester—Social Ethics: The Individual and the State from the Point of View of My Vocation. 1. The Rights of the Individual. 2. Protection to the Individual from the State. 3. The Obligations of Citizenship. 4. The Rights of Property. 5. The Responsibility of Power.

### Exhibitions to Be Open Next Week

Museum of Fine Arts, Huntington avenue, corner Museum street—Open from 9 to 5. Admission 25 cents. Free all day Saturday and Sunday after 1 o'clock.

Exhibitions at the following galleries are open from 9 to 5 daily, except Sunday, and are free:  
Doll & Richards, 71 Newbury street—Paintings by Elhu Vedder; charcoal drawings by F. Hopkinson Smith.  
Brooks-Reed Gallery, 19 Arlington street—Wilson Lockwood's paintings of flowers.

Vose's Gallery, 320 Boylston street—Paul Dougherty's and Thomas Allen's paintings.  
Copley Gallery, 103 Newbury street—Philip Little's paintings.  
Charles Bohane Shop, 20 Copley hall—Harold M. Camp's pastels and paintings, beginning Wednesday.  
Charles L. Cobb, 346 Boylston street—William P. Silva's paintings.

### LINE TO PHILIPPINES FROM BOSTON IS SAID TO BE A POSSIBILITY

Regular steamship traffic between Boston and the East Indies by a new steamship line is considered a possibility and Boston business men are interesting themselves in this project. They desire to avail themselves of the markets of the east.

Bids are soon to be opened by Maj. G. W. Ruthers, who has charge of the depot commissary of the United States army with headquarters at Manila, by Boston merchants to supply stores for the government soldiers in the Philippines for the next six months.

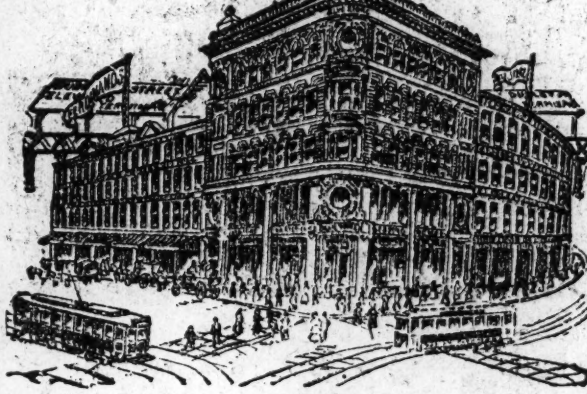
One of the workers is John H. Lee of D. & L. Slade Company. Mr. Lee has consulted with Governor Foss and with several prominent commercial men of the city, and has laid before the Chamber of Commerce correspondence concerning the plan.

### HOOSAC TUNNEL TRACK OPENED

NORTH ADAMS, Mass.—Traffic is under electrical operation through Hoosac tunnel today over the eastbound track and it is expected will be over the westbound track Sunday morning. About 1400 feet remain to be wired on the westbound side.

## Good Furniture—Lowest Prices

Boston  
Worcester  
Fitchburg



No Matter What the Prices Quoted  
Elsewhere FERDINAND'S  
PRICES ARE LOWER

We have pictured here a lot of special bargains, consisting principally of low-priced goods. We want the public to know, however, that in connection with this we carry many lines of the highest grade of goods manufactured. Only one other store in Boston carrying the same make of certain grades of mahogany furniture that we do. Our buying facilities, our location and the fact that we own our store and stock—no rent to pay—enable us to sell the best quality of goods at prices not touched by downtown stores.

### A Genuine Rug Bargain

As an example of our Superb Rug Values, we will offer 9x12 Axminster Rugs in fine Oriental patterns—Rugs that are nearly one-half inch thick—Regularly sold for \$27.50 in any other store in Boston.

15.95

These Rugs are guaranteed perfect by the factory and by us.



**FACTORY SALE OF  
Golden Oak and  
Mahogany Dressers**  
8.00 Dressers 5.50  
12.00 Dressers 7.50  
14.00 Dressers 9.50  
18.00 Dressers 12.50  
20.00 Dressers 14.00  
22.00 Dressers 15.50



### BABY CARRIAGES and ROADSTERS

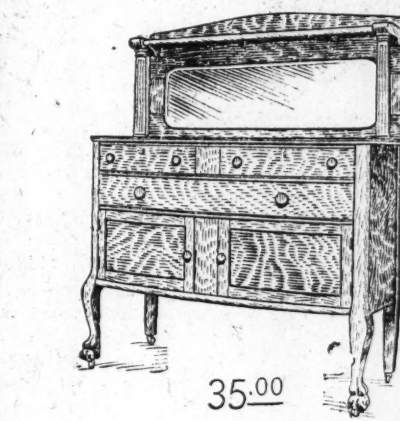
Spring Line of Baby Carriages has just arrived. Everything from the little well-made Roadster to the elaborate Sleeper, with side lights, improved running gear and bicycle wheels. Prices range from

3.95 to 42.00



Brass Bed, 10.00 value, 6.50  
Others to 45.00

### Solid Oak Buffet



Two styles of solid Oak Buffets, one style like illustration, solid oak throughout. Drawers have solid oak sides, backs and bottoms. Size 48 inches. Regular \$65.00 value.... 35.00

### Solid Mahogany BUFFETS

Ten styles of Buffets from a famous factory, solid throughout, 48-inch size. An opportunity of the most unusual nature when it comes to quality and low price. Regular value \$75.00. Sale Price

47.50

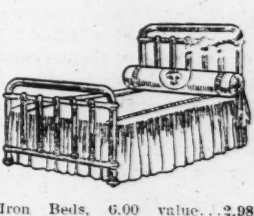
Other Buffets at equal reductions in price. 12.50 to 280.00 See special bargains in mahogany beds and bedding on our first floor.



Genuine Leather Seat Mission Chair, 10.50 value, 8.75  
Others from 2.75 to 25.00



Solid Mahogany Dining Chair, 15.00 value, 4.95  
Others from 3.95 to 15.00



Iron Bed, 6.00 value, 2.98  
Others from 98c to 15.00

THE ONLY HOUSE IN NEW ENGLAND SELLING  
FURNITURE ON CREDIT AT CASH PRICES  
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2260 WASHINGTON STREET, Dudley Terminal  
OPEN MONDAY AND SATURDAY EVENINGS

### BAY STATE NEWS BRIEFS

**WEBSTER**  
The selectmen in their report for the year recommended the following appropriations for 1912: Assurify bonds, \$210; band concerts, \$300; board of health, \$1500; court expense, \$600; fire department, \$4700; forest fires, \$300; gypsy and brown tail moths, \$100; highways, \$8000; incidentals, \$4000; interest, \$2000; Memorial day, \$150; notes maturing, \$13,000; officers' salaries, \$7400; overseers of the poor, \$8500; park commissioners, \$350; police force, \$5400; public library, \$2300; raising for dangerous places, \$100; repair of bridges, \$100; resurfacing of streets, \$3000; schools, \$31,000; sidewalk repairs, \$1200; soldiers' aid, \$2000; snow, ice, gutters, \$800; street lights, \$11,000; top dressing, \$500, and water supply, \$3300.

**WALTHAM**  
Mayor Duane has announced that he will send appointments to fill vacancies on the board of health caused by the resignation of William H. Rankin and the expiration of the term of Dr. Frank H. Doyle to the board of aldermen at its meeting, next Monday evening. Mayor Duane, in his inaugural address, called on all the members of the board to resign, but no action along this line has been taken. The appointments of Henry F. Beal as city engineer, Dr. Frederick L. McDonald as city physician and Arthur Jenkinson as assistant assessor, which the board has once refused to confirm, will come up for action.

**HANSON**  
Mayflower Pomona grange will meet with Hanson grange at town hall, Hanson, on Saturday, March 9. The fifth degree will be conferred at the morning session and it is hoped that there will be a large class from this and neighboring granges. The afternoon meeting will be open to the public. The Rev. A. H. Wheelock of Marlboro, chaplain of the Massachusetts grange, will lecture on "Home, the Vital Center."

**PEMBROKE**  
A meeting of the grange was held last evening at the assembly hall. The first and second degrees were conferred on several candidates by the ladies' degree staff of Hanson. The third and fourth degrees will be conferred March 15. The ladies' degree team of Halifax will work the third degree.

**RANDOLPH**  
The board of selectmen have appointed the following election officers: Supervisors of check list, George H. Dixon and M. E. Clark; ballot box, Timothy Mullins; ballot clerks, Joseph F. Denney, Percy H. Thompson, George A. Wheeler and William W. Hurley; officers at gate, John F. Gill and Edward J. McMahon; tellers, Frank H. Tilestone, George A. Rod, Herman Shaw, George W. Hill, Daniel P. Lyons, George V. Kelliher, Lawrence W. McGrath, Hugh A. McMahon, William P. Sullivan and Charles Foley.

**NEEDHAM**  
The annual no license rally will be held in the town hall tomorrow evening at 7 o'clock under the auspices of the W. C. T. U. and Mrs. Katherine L. Stevenson will be the principal speaker. The no-license forces are confident of carrying the town by a 2 to 1 vote.

**READING**  
Thirty young women of the town, representing eight colleges, are making plans to form a social club of local college graduates. Miss Ruby Willis of 181 Main street is temporary chairman of the organization. After the club has been organized any woman of Reading or North Reading, who has been a member for at least a year of any college or university of recognized standing, will be eligible to membership.

**DEDHAM**  
William F. Garcelon, former representative of Newton, and James P. Magenis, president of the Roosevelt Club of Massachusetts, will address the Dedham Republican Club at Greenleaf hall, Monday evening.

**HALIFAX**  
Republican town committee has organized for the year with the choice of Jabez P. Thompson as chairman, George A. Estes secretary and Robert Dewhurst treasurer.

**O. D. EVANS TO LECTURE**  
Next Monday the fourth of the series of weekly lectures on the Shoe and Leather Industry of New England will be given to the pupils of the High School of Commerce by Owen D. Evans, head of the department of science of that school.

### OFFICERS OF DAY NAMED FOR DRILL

English high school officers of the day for the annual prize drill at Mechanics building, April 25, were chosen yesterday. The first regiment will be in charge of Capt. Beverly L. Smith and Lieut. Max Harris. The third regiment will be in the hands of Capt. D. A. Hobbs and Lieut. G. L. Clyman. Col. George H. Benyon of the English high regiments called the meeting of commissioned officers to draw for the positions.

### INFORMATION ON CARRIERS ASKED

During the six working days of next week every city letter carrier in the United States will weigh and count the pieces of mail matter handled in order that the postoffice department at Washington may be able to compile information regarding the delivery service. Length of the carriers' routes, number of stops or places of delivery on each route and other details of the work are required.

### PRICE OF EGGS IS LOWER

Prices of eggs are lower, the best grade, which sold for 48 and 50 cents a dozen at retail, having dropped to 40 cents and even lower for Cape Cod offerings. Near-by eggs continue to bring 43 cents a dozen. The drop in the price is due to consignments from Maine, New Hampshire and Vermont.

**Harry N. Atwood's**  
Own Story of His Thrilling Aeroplane Flight  
From St. Louis to New York  
STARTS IN THE FIRST ISSUE OF HIS OWN PAPER  
**The General Aviation News**

Now in print. Demand overwhelming. Use special coupon below and get complete story beginning with first issue.

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P. S.—Read Atwood's Plans for His Flight Across Atlantic Ocean, in General Aviation News.



## WHAT'S DOING IN SCHOOL

THE children of the fifth grade of the Agassiz school in Jamaica Plain sat very still in their seats, their bright eyes fixed with expectancy upon Miss Campbell, who was standing quiet and erect in front of the middle one of the seven rows of desks.

"I am thinking of two words pronounced alike but having different meanings," she said slowly, but the children were not slow in responding to her thought. Half the number of right hands in the room were raised above the small heads and held quietly or waved frantically to let it be known that their several owners had thought of words that answered that description. Albert was called upon for his word. He said he had three—"road, rode, and rowed."

"Give a sentence, using the word," said Miss Campbell.

"I rowed a canoe," said Albert. A dozen hands raised high overhead signified immediate disapproval. Albert attempted to correct himself. "I rowed an ocean liner," he said. Then it developed a canoe is not rowed, and neither is an ocean liner, although Albert would have been correct had he said he rode in a canoe or on an ocean liner. Then they took road, and fair, and fare, and other words of a like nature, and Vincent said that when two or more words are alike in sound but different in meaning or spelling they are called homonyms.

"I am thinking of a child," next announced Miss Campbell. "Give me a word meaning more than one child."

"Children," was the prompt reply.

"Make the children own something," said Miss Campbell.

"The children own a book," came the answer.

"No, not that," said Miss Campbell. "Show that they own something."

"The children's books are in the bookcase," said Elizabeth.

"How do you spell it?" asked the teacher.

"C-h-i-l-d-r-e-n, apostrophe s," Elizabeth spelled without hesitation.

Of all the fine work that is done in the Dearborn school in Roxbury character building is the one thing that takes precedence. "It is the main thing in life," says the master, Charles P. King. "A man may have a great deal of learning, but if he has not character, what does he amount to?" Mr. King has introduced some character-building readers such as are used in the New York and Philadelphia schools into the Dearborn, and has supplemented them with what is known as the "Dearborn Pupils' Decalogue." This is as follows:

1. Don't forget to uphold the good name of your school.
2. Don't forget that you can be children only once in your life.
3. Don't waste your time in school whispering, talking, inattention or any kind of disorder.
4. Don't be afraid of learning something every day.
5. Don't be rude, impolite, or inconsiderate of others.
6. Don't forget that you are now forming habits which will remain with you during life.
7. Don't consider it smart to lie, cheat and steal.
8. Don't become a lazy loiterer.
9. Don't forget that industry more than natural talent wins.
10. Don't forget the Christmas spirit of service and sacrifice.

A moral educational scheme which is filled out by the pupils is another aid in this character building. As at present worked out it stands: Fifteen virtues which lead to true wisdom and happiness: (Name) 1. Kindness, (illustrated by) Angel; 2. patience, John; 3. orderliness, Von Steuben; 4. obedience, Moses; 5. right thinking, Phillips Brooks; 6. truthfulness, George Washington; 7. honesty, Abraham Lincoln; 8. purpose, Columbus; 9. resoluteness, General

Grant; 10. effort, —; 11. perseverance, Peary; 12. self-dependence, —; 13. industry, Benjamin Franklin; 14. service, Florence Nightingale, Clara Barton; 15. self-control, —.

After some special exercises held in the assembly hall one recent Tuesday morning the pupils of the seventh grade were asked to write an account of them just as if they were going to send it to a paper to have it printed. It was to be a report, in fact, and they actually are getting into the paper, for here are some of them. It is to be noticed that the contractions, "didn't," "hadn't," etc., are used frequently and always with the apostrophe in the proper place. Thomas wrote as follows:

"Today for the second time we went up to the hall and we had a very fine time. We began by singing a song. Then some pupils gave some excellent speeches. The first girl spoke fine and the boy that spoke about George Washington spoke very nice too and the movements he made with his hands were excellent. Then after the children spoke Mr. King gave some very nice speeches. He spoke of more commandments which were fine. He told us about good habits and bad habits. They are two particular things. He told us of a boy who was getting a situation and that boy had good habits and was very kind. If you have had bad habits you might get in with bad company, but you will suffer for it. Mr. King said an excellent one about learning something. He said he would be ashamed if he didn't learn something every day. I do not doubt that at all. I guess I would be ashamed, too. If you learn when you are young you will have a good education when you grow up. Then you will not be a man that knows nothing. The next is, be polite, which is a very good one. If you go into anybody's house you want to be polite to them and remove your hat and wipe your shoes, that is the way to get along. Politeness is a good thing and I hope everybody will be polite and myself as well as them. There is one more and that is 'kind.' Everybody should be kind even myself. I like to be polite, courteous, kind and have good habits. I would like everybody to keep all these commandments. And I am going to try to do it myself."

"On Tuesday we assembled together in the Dearborn school hall," runs Gertrude's report. "We commenced by Mr. King reading from the Bible, we then sang a song. Then we were entertained by Mr. Mayer's pupils."

"We were next entertained by Mr. King. He told us of several short stories that he thought would help us. He told us of a decalogue a girl wrote who was in the sixth grade. She illustrated each one. It was a good thing because it showed how much good you could do by doing what was right. He also told us of three more decalogues that were also good. The first one I am going to tell you about is good habits. When you are young and at school it is best to form all the good habits you can, because when you are older if you have formed bad habits when you were young you can't break them so it is best to have good habits when you are young. Another reason is that when you are young you keep making all the good habits stronger, because you use them so much. The second is to learn something every day. If when you are young you learn something every day when you graduate you will be able to apply to better jobs than if you hadn't. Another thing is when you go to bed you shouldn't feel happy unless you learned something that day. Another thing is to be polite and courteous. For several reasons you should be polite. If your mother has taught you good manners at home and you don't use them when you go any place people will think you weren't taught good manners at

home and that would be giving your parents a bad reputation. Another thing is you ought to be courteous as well as polite because it does take in all politeness. You should also be kind and show respect because it will not only help others but yourself. It is far better to have a good character than to have a good reputation and a bad character."

Edmonds is a little boy who is having his difficulties with arithmetic. "One day I was trying to make clear to Edmonds the significance of 0 in his

number work," writes his mother. "We were working with subtraction (or take-aways as they call it now) and I began by asking him if he had three apples and gave Ruth and Sally each one how many would he have left. He said 'one,' and I kept increasing the number until I got to ten and then I said, 'Supposing you had 10 apples and didn't give Sally or Ruth or Francis any, what would that be—and he answered as indignantly as could be, 'Oh! That would be selfish!'"

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## MONITORIALS

By NIXON WATERMAN

## COST OF LIVING

Food is still going up, they say. In country and in town. Yet all have known for many a day That food keeps going down.

THERE is a story told of three tailors who maintained places of business side by side on the same street of a city. The first one put out a sign which said: "The best tailor on earth." The sign of the second shop read: "The best tailor in this city." Over the door of the third one were the words: "The best tailor on this street." It often happens that the more modest expression is the more forceful and far-reaching in its meaning. The scheme of dividing the earth into countries, states, districts, counties, townships, sections, blocks and so on is a very good one for other reasons than that it makes the geographical distinctions and locations more easily differentiated. It gives all men a chance to distinguish themselves within certain restricted limits who might deem it almost hopeless to strive for preferment in the wide world when taken all together. When compared with the great Shakespeare, the humble little poets of the rural cross-roads, publishing their offerings in the "Poets' Corner" of the village paper are not of any appreciable moment. Yet, to be the best poet in one's own immediate neighborhood is a distinction that is worth while.

Everywhere are offered prizes for excellences of every size and character. If one cannot be the best tailor, or some thing else, in the world, he may prove himself to be the best in his own city or on his own street. To be acclaimed the best farmer in his township is a fine compliment to bestow upon any agriculturist. To be the best scholar in his class or in his school ought to make any boy feed proud of his attainments. We are not called upon to compete with the world until after we have won distinction in our town and neighborhood. It is all of a progressive nature. In a back-country rural school, some farmer boy becomes recognized as the best speaker of pieces in the Friday afternoon hour devoted to such exercises. Perhaps his oratorical ability later on leads him to take part in the local political campaign wherein he soon becomes the best of the home speakers. Later on, he rises from county to state and then national preferment.

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There is always something or somebody with whom to try one's mettle. Some one is always acting as pacesetter for us as we are always serving as pacesetter for others. The great pleasure of achievement is waiting for all. Today is forever presenting men with a chance to do better than they did yesterday. Opportunity is always and everywhere waiting for us with her "reward of merit" favors. The incentive to do things better than others are doing them, ought never to be lacking.

VALUES

The college glee club music shows. Trained voices must excel. But the ones that count for most are those that give the college yell.

PORTABILITY, more than any other one quality, is likely to make any product popular. That which cannot be

home and that would be giving your parents a bad reputation. Another thing is you ought to be courteous as well as polite because it does take in all politeness. You should also be kind and show respect because it will not only help others but yourself. It is far better to have a good character than to have a good reputation and a bad character."

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## EXHIBIT BY WOMEN ARTISTS INCLUDES PICTURES WORTHY OF SPECIAL NOTE

Good Points as Well as Poor Ones to Be Seen at Display of Brush Work and Sculpture

### THE PRIZE WINNERS

By R. W. MACBETH

NEW YORK—One comes away from the exhibition of the Woman's Art Club at the Glazer gallery, 705 Fifth avenue, without a very clear impression of anything but many tiers of small pictures hung in a small room.

This is an unfortunate idea to have to carry away, for more or less inconspicuous in the assemblage of about 90 canvases, miniatures and pieces of sculpture are some really good pictures; as good, in fact, as have been shown in any of these annual exhibits of the work of our associated women artists.

Several names that have distinguished past exhibitions are missing this year among them Mary Foote, Mrs. Wyant and Jean McLean; but there is a good influx of new material, some of it excellent, that argues well for future groups. The most pretentious picture in the room is Miss Sophie Brannan's "In the Catskill Mountains," that has just been awarded the Emerson Me-

Millin landscape prize. Miss Brannan is remarkably free and strong in her striving for big effects; her brushwork is broader than that of most of her co-workers, and she has a happy expression that cannot fail to appeal. Her second contribution, "On the Beach," is not so successful, but has many good points, particularly her treatment of groups of children on the sand.

Emily N. Hatch wins the McMillin portrait prize for an admirable portrait of Arthur Shattuck. Miss De Haas' "Surf After a Storm" is effective, and has received the marine prize, though "After the Storm—Ogunquit, Maine," by Susan M. Ketcham, and "Low Tide—Ogunquit," by Emma B. King, are close competitors.

Clara E. Peck has a remarkable decoration, "The Spirit of Music," full of feeling, that has been awarded the Elizabeth Watrous figure prize. It is a good conception, cleverly rendered. The National Arts prize goes to Mrs. A. Albright. Wigand for her "Woman Reading a Letter," a half-nude subject that has been exhibited at the Chicago Art Institute and elsewhere. Miss Jane Peterson's "Vesper" is a successful interpretation of a cathedral interior, a good study of light and shade. Alethea Hill Platt's "Britany Courtship" is another good interior, done in a vein made familiar by several of the modern Dutch schools.

Miss Susan Watkins' "The Fan" is one of the larger canvases that will at-

tract comment. Miss Wells' "October Afternoon" shows much promise, and Miss Agnes Richmond's "Hush of Night" is an unusual but effective conception.

Adelaide Deming, who shows four canvases, is especially happy in her "October Hillside," one of the best of her smaller efforts.

The sculpture is disappointing, for regardless of the inducement of a \$50 sculpture prize, only two members submitted their work, and this is not up to previous standards. Miss B. Lillian Fink has been awarded the honor for her little "Dancing Baby" picture that has already become familiar at various exhibitions.

At the MacDowell club are pictures by a group of the younger artists, most of whom have been under the influence of Robert Henri. Randall Davey, who has done considerable work with Mr. Henri at Montezuma, shows several strong canvases, including an excellent portrait, George Bellows' canvases are always striking in their presentation of Nature unadorned, and those that he has here are no exception. Guy Du Bois, painter as well as writer, shows five of his little sketches, all full of life and subtle humor. Among the other exhibitors are A. L. Kroll, May Wilson Preston, Edward Hopper, Rufus J. Dryer and Montford Coolidge. The exhibition, the ninth of the MacDowell series, will remain on view through March 5.

## IN THE REALMS OF MUSIC

### "WERTHER" PRODUCED

The Boston opera company gave on Friday evening the first production in Boston of Massenet's "Werther." Andre Caplet conducting. The cast was as follows:

Werther.....Edmond Clement  
Albert.....Jean Riddez  
Le Bailly.....Leon Rothier  
Schmidt.....D. Leo  
Johann.....Gaston Barreau  
Brühlmann.....Robert Regnier  
Charlotte.....Maria Gay  
Sophie.....Madeleine D'Ollie  
Servant.....H. Julien

An appreciative audience, such as could have hardly been assembled any earlier in the history of the opera house than the present time, applauded the work, which is one of the slightest for external attraction in the French list. Massenet effects the best dramatic and musical results when he appears on the scene without formal announcement and noisy promise. He came unheralded with "Manon" a year ago and was a success; he came loudly trumpeted early in the present season with "Thais" and failed. He reappeared Friday evening modestly, deprecatingly, taking the place of Wagner and he signally triumphed. No more delightful contrast of moods could be contrived by the repertory makers than the production of "Werther" following that of "Tristan."

The work which Massenet, with the literary assistance of Blau, Milliet and Hartmann, built on Goethe's romance of "Werther," has not been one of the favorite pieces of the Frenchman in America. First given in Chicago as an Abbey-Grau tour experiment in April, 1894, two years after its first European production, it was accorded a little respectful attention in New York and then allowed to lie on the shelf until last season. Andreas Dippe opened the New theater opera company series of performances in the fall of 1910, introducing Edmond Clement to New York as Werther. The piece has never found a reception worthy of the fame of its composer, unless it found it in Boston Friday night. The New Englanders of two and three generations ago who made the letters of Werther a part of their literary fare may have prepared the way for appreciation such as the opera has never had before in America. The lyric foundations of Boston were not laid so late, perhaps, as the architects think. There stood a farmhouse on a New England hill. In the house was a book shelf. And on it was a translation of "The Sorrows of Werther." It was a part of the reading of the household, and of other households on the hill and down the valley. Surely lyric Boston began to be built before the stone at the southeast corner of the theater on Huntington avenue was laid.

The opera as produced by Mr. Russell is practically a solo piece for Mr. Clement. Mme. Gay makes some mark-worthy singing and acting contributions, but they are mostly of the obvious sort which an artist of training could give without special exercise of imagination. As Charlotte spreading the bread for the children and as Charlotte taking the pistols down from the wall to hand to Werther's servant she was the competent impersonator she always is in obvious points. As Charlotte reading Werther's letters she was passably in the character. But she shone most of the time in light shed on her by the tenor. Miss D'Ollie made the first impression of a long season, full of opportunity for her. As Sophie in the duet of the sisters in the incomparably beautiful third act, she won, without dispute, honors of French lyric drama of manners. Mr. Rothier did good service in the role of the father. Mr. Riddez, in the important moments characterized Albert to perfection. If Mr. Riddez were more conscientious in the expository portions of his work, he

would round out more triumphs than he does. He did his part, however, toward making the room scene have an effective close, and that was what he was most needed for. On the whole the production was a worthy attempt at realizing opera comique on an American stage. A French soprano would have been desirable in the leading feminine role. But the director has not found the French soprano problem a very easy one. An American soprano, practiced in the Massenet roles, would have been the next best thing. Mme. Gay, a contralto, was hardly the right voice to style Charlotte's lines in any case.

But the best Charlotte of them all, whether she be Miss Farrar, who essayed the role in the Metropolitan production at the New theater, or somebody awaiting discovery in Paris, would be of little use without a great impersonator of the hero. Indeed, with an ineffective tenor, the opera would be as unentertaining as a violin recital with an artist of uninspired bow-hand in the principal part. It would have the most pointless acts one and two in all opera, excepting possibly "The Huguenots." Mr. Clement's Werther was one of the most appealing evocations he has ever made on the Boston opera stage. He was Goethe's sentimental, but he was a truly heroic figure. Massenet's Werther, properly characterized, is one of the deepest philosophers the singing drama has yet represented. Neither Bonito's Faust of the second part of "Meistersinger," nor Debussy's Golaud of the last two acts of "Pelléas" look into the eyes of the world with intenser purpose than does he.

Mr. Clement was swift in the exposition of the character in the scene of the garden in act one, impressive in the development of it in the soliloquy before the church in act two. And in the real dramatic opportunities of it in the scene at Charlotte's house he proved himself a greater master of acting than even Mr. Renaud. His method is more convincing than that of his fellow countryman, the baritone who impersonates Rigoletto and Athanaël. He does not hold his character at arm's length, as Mr. Renaud does, and mold it to his desires by objective study. He may be less effective pictorially than Mr. Renaud, but he makes his impersonation have greater directness. He is not storing the operatic gallery with portraits that will be brought out for exhibition against artists who succeed him in his roles by and by. He is making a momentary impression, but a telling one. He gives his sentimental heroes their true subjective character. Of course, then, he is not of the school of the picture singers.

Mr. Caplet tried to prove more than once that Massenet was a French Wagner, particularly in climaxes which brought the heavy brass of the orchestra into requisition. But the lighter beauties of the Massenet scoring had their effect always. The bread and butter music of the opening scene in the magistrate's garden and the interlude which accounted for the time between the village merry makers for the party and the return home of Charlotte and Werther were given the veritable Massenet touch of comedy and fantasy. The stage management of the new piece was admirable in general conception and judicious treatment of details. The church at the back of the stage, which the libretto calls for in the second act is as unconvincing scenically as it is incomprehensible dramatically. The picture here is a tremendous effort to force out of doors a play, which is to the last degree domestic. The street, with its double row of trees was prettily studied. Mr. Clement had a good piece of work on his hands to make so much stage carpenter's labor not vain, but his singing under the tree in the foreground carried off the scene triumphantly.

**MR. GEBHARD SYMPHONY SOLOIST**

The Boston Symphony orchestra gave its seventeenth public rehearsal Friday afternoon, with Heinrich Gebhard, the Boston pianist, assisting. The program was as follows: Beethoven—Overture to Goethe's "Egmont," op. 84; Brahms—

Symphony No. 2, in D major, op. 73; Liszt—Concerto for piano and orchestra, in A major, No. 2; Berlioz—Overture to the opera "Benvenuto Cellini," op. 23.

Mr. Gebhard won as genuine applause from the matinee audience as if he were just arrived in Boston from a triumphal concert tour of Europe. Indeed, he probably prepared himself better for his task than he would have if he had loud advance praise in his favor. He brought to the afternoon's work no affectation of platform manner, only perfect technical mastery, bold, free interpretation purpose. He is one of three Boston pianists who are bringing new musical recognition to the city. Like George Copeland and George Proctor, he makes an impression, whenever he appears, of belonging to the first order of interpreters. He cannot be long in convincing the musical public of the country in general if he can persuade his own Boston Symphony public as he did at this rehearsal. The only thing that worked against him was the lack of relation between his reading of the solo part of the concerto and Mr. Fiedler's reading of the orchestral part. Everybody knows that the symphony is the main proposition at the concert; to neglect that for anything so out of date in program interest as a piano concerto would be inexcusable. But why should not a work like that in which Mr. Gebhard appeared on Friday be exalted to symphonic dignity and made not a solo number, in the usual meaning of the phrase? The practice of having soloists at the concert would find artistic justification with the most exacting of the musical leaders, if it were only treated seriously from the ensemble standpoint. So long as the performance of works for orchestra and piano or violin solo lacks the genuine leadership of the conductor, it will continue to have and to merit the scorn of the academy.

If Mr. Gebhard is a player worthy to be heard at the Symphony concerts why not let him come in and play a piece or two and go his way? Why ask the orchestra to accompany him in a Liszt concerto, if nobody in the orchestra cares anything about concertos? Mr. Gebhard deserves the highest praise of his fellow citizens for his willingness to contribute to their civic distinction with his art as pianist, but what good end does his praise serve when it is given him for helping half do something? The fashion of having soloists at Symphony concerts will never be universally commended until every performer concerned is keen about the interpretive results.

Considered as Mr. Gebhard's affair, the solo number of Friday was altogether interesting. The music progressed from exposition to conclusion smoothly, inevitably. Tone was made the servant of expression in every phrase. There was as little as possible of that dividing the piano into three different instruments, which is the way of so many Liszt players. Mr. Gebhard's reading was as far as possible from orchestral mimicry. It was piano interpretation of as pure a type as it would have been were Chopin, instead of Liszt, the composer. Here was a triumph in Liszt playing of a none too common sort. That tempestuous rumbling in the lower range of the instrument was not an imitation of the double basses and that light choral singing in the upper range was not the sighing of wood wind.

Mr. Fiedler gave a hearty presentation of the Brahms second symphony. He made the last half of the work especially appealing. Here the orchestration was in his favor. Mr. Fiedler is too honest with his composers to slight any of their intentions. He could proportion the emphasis in the second movement by an exercise of the conductor's rights of individuality and give transparency to the pages of Brahms, but he prefers to let the music have larger instead of passing and temporary contrasts; he prefers to let the adagio weigh heavily all the way through and wait for the following allegretto to lighten up the situation. A more brilliant reading of the symphony is easily possible, perhaps too easily so for Mr. Fiedler to be tempted into it; but a more earnest presentation of the composer's thought than the conductor gave—and all from memory, too—is not to be heard.

Miss Jeannette Werner, the violinist, will be one of the soloists at the Sunday night concert at the Boston opera house.

The program of the concert is as follows: Romance in G, Beethoven, finale of concerto in B minor, Saint-Saens, Miss Jeannette Barbara Werner; aria, "L'Alcibiade," Meyerbeer; Toreador song, "Carmen," Bizet, Gaston Barreau; aria, "Werther," Massenet, Florence De Avee Voss, Godard; Mme. Florence De Avee Voss, Godard; aria, "Life for the Czar," Glinka, "Two Grenadiers," Schumann, Bernardo Olshansky; aria, "Lohengrin," Wagner, Miss Elizabeth Asmussen; aria, "Meistersinger," Wagner, Miss Bernice Fisher; aria, "Robert le Diable," Meyerbeer, romance, "Perjury," Tejada, Jose Mardones; aria, "Giordano," Galoppe, "Morello," Quaranta, Giuseppe Gaudenzi.

The Countess of Warwick appears in Boston as a lecturer on Thursday afternoon, March 14. She will speak at the Boston opera house on "A New Era in the Old World."

The second of the series of cello and piano concerts by Alwin Schroeder and Kurt Fischer will be given in Steinert hall on Tuesday evening, March 26.

Miss Josephine T. Durell, violinist, and Lee Pattison, pianist, appear at Steinert hall Tuesday evening, March 5. They will play Purcell's sonata in C minor; Correll's in A major; Beethoven's in C minor. They will also play a sonata by Malchevsky.

## EXPERIMENT DEPOT TO AID FARMERS

SAN FRANCISCO—In order to give as great benefit as possible to the growers of grain in this state through the efforts of the University of California agricultural experiment station, Prof. G. W. Shaw announces that a series of bulletins and statistics on the use of improved grains, will be posted throughout the state in every postoffice, depot, warehouse, saloon and country store.

The experiment station during the past five years has developed 120 superior types of wheat, 56 of barley and 20 of oats by a process of elimination from five times that number. By this more direct method of reaching the people, in addition to experiment cars and the free bulletins, it is expected to give much advance to the quality of California's grain.

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The following items are examples of the values that are to be found in every department:

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A department FAMOUS for its unparalleled bargains surpasses its own greatest records of value-giving this week.

Table Linens	Fancy Linens	Bed Sheets	Cottons	Towels
<b>75c IRISH LINEN TABLE DAMASK</b> —70 inches wide, fine quality, beautiful new design; highly recommended for wear and service. CHALLENGE SALE PRICE, a yd. <b>58c</b>	<b>15c to \$2.00 RENAISSANCE CENTER PIECES</b> —Beautiful specimens of handwork; 30 in. round or square. CHALLENGE SALE PRICE, each <b>79c</b> <b>UP TO \$1.50 RENAISSANCE TEA CLOTHS</b> —15 inches round or square designs. Linen centers, with many elaborate hand drawn centers. You cannot appreciate their richness or beauty unless you see them. PRICE, each <b>\$1.98</b> <b>\$1.00 HAND MADE RENAISSANCE LACE TRIMMED SCARFS</b> —With three-piece linen centers; size 18x34 inches. CHALLENGE SALE PRICE, each <b>65c</b> <b>30c SCALLOPED EDGE SCARFS</b> —Also hemstitched lace inserted scarfs and squares. CHALLENGE SALE PRICE, each <b>25c</b>	<b>12 1/2c ALL LINEN CRASH</b> —Barley finish, assorted borders. CHALLENGE SALE PRICE, yard <b>8 1/2c</b> <b>10c HEAVY UNBLEACHED LINEN CRASH</b> —For kitchen or roller towels; 17 inches wide. CHALLENGE SALE PRICE, yard <b>6 1/2c</b> <b>3000 BED SHEETS</b> —Good firm 48c quality, well made with 3 and 1-inch hems; large enough for double size beds, size 72x90 inches. Limit 6, no mail orders. CHALLENGE SALE PRICE, each <b>27 1/2c</b> <b>1000 SEAMLESS 35c BED SHEETS</b> —Made of heavy bleached cotton, suitable for full size beds; size 76x90 inches with 3 and 1-inch hems. Limit 12. CHALLENGE SALE PRICE, each <b>39c</b> <b>3000 BED SHEETS</b> —Good firm 48c quality, well made with 3 and 1-inch hems; large enough for double size beds, size 72x90 inches. Limit 6, no mail orders. CHALLENGE SALE PRICE, each <b>27 1/2c</b> <b>50c BED SHEETS</b> —Made from Permat cotton, but sold under our own ticket. Known to every housekeeper in New England. Full bed size, 81x90 inches. CHALLENGE SALE PRICE, each <b>68c</b>	<b>9c BLEACHED COTTON</b> —Yard wide, 20 yds. CHALLENGE SALE PRICE, 6c <b>12 1/2c LONS DALE BLEACHED COTTON</b> —Yard wide, CHALLENGE SALE PRICE, 9c <b>11c UNBLEACHED COTTON</b> —40 inches wide, CHALLENGE SALE PRICE, 6 1/2c <b>17c BLEACHED FELLOW CASE TUBING</b> —42 inches wide, CHALLENGE SALE PRICE, 12 1/2c <b>30c BLEACHED SHEETING</b> —42 inches wide, CHALLENGE SALE PRICE, 22c <b>500 PIECES BIRDEYE COTTON DIAPER</b> , in sealed packages, 18 inches wide, 10 yds. pieces; value 35c. CHALLENGE SALE PRICE, 47c piece	<b>300 DOZEN LABELED HUCK TOWELS</b> —These linen towels were made for hotels, institutions and the U. S. M. C. A., and have the names woven in, but were rejected because of some slight defects; values 19c to 25c. While they last, CHALLENGE SALE PRICE, each <b>12 1/2c</b> <b>10c HUCK TOWELS</b> —Closely woven, hemmed, large size 20x30 inches; all white; subject to slight defects. CHALLENGE SALE PRICE, each <b>7 1/2c</b> <b>12 1/2c TURKISH BATH TOWELS</b> —Bleached, heavy, 40 yds. pieces; fringed or hemmed. CHALLENGE SALE PRICE, 9 1/2c piece

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## RATIONAL GOLF

By Jason Rogers.

All sorts of opinions are being expressed regarding what is called "The American Invasion-to-be," at the British amateur championships. All agree on one point and that is that a very cordial welcome awaits any visitors from this side of the Atlantic. J. P. writes in the London Daily Chronicle:

"Royal North Devon, with the acquiescence of the other clubs concerned in the management of the amateur golf championship, has signalled its first year as the prime guardian of that event by fixing it for a later date than usual. Next season's competition at Westward Ho! will be decided in the week beginning June 3. It was not very long ago that the meeting took place in April. An early week in May was a popular choice.

Then an agitation arose for the holding of the tournament in the autumn. It followed the course of the average reformatory movement in connection with the customs of golf. It trickled into the channel of public thought, nobody knowing quite how and caused great excitement.

No doubt the majority of golfers wondered why there should be such a lot of excitement about a date, especially if they had poignant problems of their own concerning likely curves for shuffling or socketing. It must be confessed, however, that the advocates of alteration made out a very good case for the professional man, the business men and the artisan, who often found it difficult to attend the gathering when it took place in the budding spring.

In time the outcry subsided. As usual, nothing appeared to have resulted from it. Championship delegates had certainly considered it in unofficial capacities, but only to arrive at the conclusion that no links would present in the autumn that perfection of condition which was necessary for the leading amateur tournament. Perhaps, however, these delegates were determined to do good by stealth. At least, the period of the meeting has since been edging week by week towards the summer, which, after all, is only one season before the autumn.

It will be a famous week for the golfers of Westward Ho! when they have the amateur championship for the first time in their midst. No center of the game has had to struggle so hard for the recognition which everybody felt was its due. Royal North Devon was the first truly English golf club. Courses were in existence at Blackheath and Manchester long before the pastime was thought of at Westward Ho! but they were almost entirely the resorts of expatriated Scots. The Royal North Devon Club was born on April 4, 1864, with a membership that was mainly English, and it produced the first great English players. Capt. E. M. Molesworth, R. N., and his sons (notably Mr. A. H. Molesworth), were famous in those early days of the game. And then, when championships began to attract attention, Horace Hutchinson won renown as the first English amateur, and J. H. Taylor was hailed as the first English professional.

All this while Westward Ho! was hoping to obtain recognition as a worthy home of the game. It must have been fully 15 years ago that it was proposed as a course for the amateur championship. Evidently the chroniclers of the time were not particularly alive to its claims because most of the reports in the papers said that it was the Royal Wimbledom Club's course which had been proposed for the championship.

As may be imagined, the statement created considerable astonishment among those enthusiasts who played on Wimbledom common in the red coats that a rigorous local council enforced, and on the three days that a gracious local council permitted. To people who had seen James Braid and J. H. Taylor contest an exhibition match on Wimbledom common in plumes that were obviously borrowed—Braid's red coat indistinctly too short for him, and Taylor's approaching the state of sere and yellow, to say nothing of green (a really very old coat)—the idea of the amateur championship being decided on this course was sufficient to make the brain reel.

We have been forewarned that we may expect at Westward Ho! an invasion of the youthful celebrities of American golf. That may well make the meeting the most interesting ever held in this country, for their fame here has become established during the past few years. The evidence of the United States amateur championship results has been clear. Except for the successes of W. J. Travis in 1903, and H. H. Hilton this season, the winners since 1902 have all been young players. Most of them have been very young. L. N. James triumphed when he was 18, and R. A. Gardner when he was 10. H. Chandler Edgar had won twice when he was 21; so had Jerome D. Travers. Last year W. C. Fownes proved successful at the age of 21.

These facts provide the keynote to American golf, which, at least as regards first-class tournaments, is as much a young man's game as is rugby football in this country. The schools and colleges have their championships.

Nearly every club has its championship. The young players are moved to much earnest endeavor by this wealth of competition; then, their college days finished, they settle down to business.

I remember Chandler Edgar saying, after he had been U. S. A. champion for two years in succession, that "like most Americans" he would have to think only of work now that he was 21. He did not suppose that he would have the time to secure any more golfing honors. Thus far his estimate has proved correct. It will be very interesting to see America's matured golfers of 20 at Westward Ho! It will be remembered that after Prestwick last year Charles Evans, Jr., said regarding his impressions: "What I noticed particularly about British golf is that it was the older men or men of middle age who are the greatest players, while in America it is mostly the college boys who put up the best game." This coincides with the above remarks written from an English point of view and the meeting of the veterans of all ages will indeed attract attention.

Westward Ho! golf course sprang from an accidental visit which a St. Andrews player happened to pay to a former vicar of Northam.

**BALTIC**

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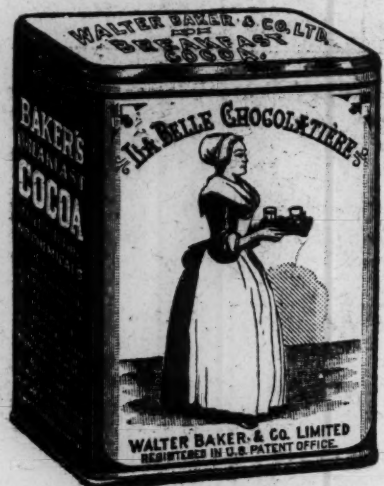
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### SLEEVE STYLES

Slightly draped sleeves are seen in dressy gowns, and they are three-quarter length and in medium size. Very short sleeves, reaching above the elbow, are good style for evening gowns. If an afternoon dress is simple in design it usually has full-length sleeves, finished at the hand with lace ruffles. Tailored jackets almost always have the full-length coat sleeve. Three-quarter length sleeves invariably appear in the dressy tailor-made suits of the three-piece style. The large armhole is as popular as ever, and both the kimono and the set-in sleeve are greatly worn. — *Today's Magazine.*

### RAISINS ADDED

I add a few raisins to sliced sweet potatoes which are baked in sugar, butter and spice. It gives a delicious taste, says a Woman's Home Companion contributor. If I use this as a dessert, I mash the sweet potatoes, add raisins and a few pecans, and bake as usual. Serve either with or without cream.

### COLOR OF VEIL

Veils the color of the hats or their trimmings are being worn, says the New York Herald. It is quite correct to wear a purple veil, for instance, with a hat of this color or one having even a touch of purple upon it.

### QUEEN'S GIFTS

According to an announcement made recently by the Board of Education, says a London special to the Monitor, the Queen has presented some beautiful and interesting objects of Indian industrial art to the Victoria and Albert museum. The most important of these gifts is the toilet tray of a Moghul princess, made of rock crystal exquisitely carved and frilled with repetitions of a flowering-plant motive. The tray was evidently made by one of the celebrated jewelers attached to the court of Akbar the Great, or that of one of his immediate successors. The gift included two silver-gilt perfume boxes decorated with the translucent enameling made in Lucknow during the seventeenth century; a Moghul kalamadan, or box to hold the writer's equipment, made in Delhi early in the seventeenth century; a powder-flask of rosewood inlaid with a mosaic of engraved ivory, mother-of-pearl and buffalo horn, the property of some eighteenth century Rajput warrior; and an embroiderer's workbox. Her majesty's gift is now exhibited in the central case of room two in the Indian section of the museum.

### BECOMING FASHIONS IN HAIR

Personal element now easily introduced

It is not often that the fashions in dressing the hair are so universally becoming as they are at the moment. The head is kept small, and at the same time the hair is low over the forehead and can be arranged at any point on the head that seems to balance the features. During the last decade fashion has been rather arbitrary on this point; at certain periods every woman past early girlhood wore her hair high; and to do anything else would have been to invite comment. And there was a period when every woman wore a pompadour, whether it was becoming or not. It may be accepted as one of the guides to proper dressing, laid down in theory, that every woman should develop a personal style of hair dressing, but in practice a woman has to be very beautiful to dare wear her locks in a style at all unusual or unlike what other women adopt. There are now so many fashions of doing the hair that it is possible to touch the personal note and at the same time be in accord with what is modish.

All winter women have been trying the little curly bang, and it certainly softens and becomes many faces. From Paris we have a style of coiffure that includes a tiny straight bang, and with certain features the effect is piquant. On the other hand, if a woman has a lovely hair line, which is about the prettiest feature she can have, she can easily find a fashion that will display

this. One of the cut-and-dry rules about hair dressing, made evidently to be broken, has been that a woman past 35 should not wear her hair low. Now that the low style of arranging the hair is even more common than the high, we discover how softening it is to the features. Many women who grew up when the pompadour was the fashion never took the pains to discover how becoming a parting, either in the middle or on one side, was to a certain not uncommon type of face, says the New York Tribune. An intelligent hairdresser interviewed on the subject says that the Marcel wave so universally adopted a few years ago is undoubtedly responsible for the wider style of arrangement permitted today. This constant waving resulted in breaking the hair.

When women found that they could no longer submit their hair to the application of heat and at the same time keep it, they, or rather perhaps their hair dressers, found new ways of doing it. Today a woman can wear her hair perfectly straight if it is becoming to her.

Side combs are a rather recent innovation. When they were first introduced many women wore them with the teeth pointing away from the face; and it was a revolution in becomingness when women learned the possibilities that lay in puffing out the hair by such means.

### ART IN THE HANDS OF CHILDREN

Lady Macdonald on educational value of drawing

An interesting lecture on art in the hands of children was recently delivered by Lady Macdonald at the Hampstead Garden Suburb Institute, Mrs. S. A. Barnett presiding, says a London special to the Monitor. Lady Macdonald began by referring to the Japanese, saying that their surprising intelligence and practical ability were largely the result of their educational system, one of the features of which was that all the children in that country were taught to draw. They were taught drawing, not for the purpose of making pictures, or becoming artists, or as an elegant accomplishment, but for the purpose of training hand and brain and of giving a ready means of expression. Thinking and drawing, she thought, came together almost as a simultaneous act. But expression by drawing being more impersonal than expression by speech often revealed hidden recesses of feeling, and was therefore more direct.

We might also fairly attribute the Japanese love of natural beauty to his constant habit of drawing. Nothing so educated the perception of the beauty of trees and flowers, sky and sea, as the trying to delineate them, and a people who made a national holiday year by year, as did the Japanese, in order to see the cherry blossom, and who drew the birds and flowers and animals as they did, must have a very living sense of the beauty of this wondrous world. Their reproduction by handicraft showed

marvelous dexterity, but we, as a nation, were losing manual skill. For the subtler development of the hands the use of the pencil was peculiarly valuable.

With children drawing was an easier and more direct means of expression than writing; just as a child would gesticulate and act his meaning rather than speak, so he would draw it if the chance was given him. Our present education was, perhaps, too full, even bewildering. There was small opportunity for what was very precious to a child, namely time for meditation. Now, drawing, the use of the pencil to express his thoughts, was exactly what helped out his cogitations. Our part was to put the child in the right way and leave him alone.

### FIRM SEAMS

When sewing up seams on thin material run them through the narrowest hemmer on your machine (called the "foot hemmer"). You will then have a firm, neat seam. In turning hem for tablecloths and napkins, run through the "foot hemmer" on the machine without having the needle threaded. You have then a uniform width hem. And where the machine needle has pierced the lines you can hem by hand far easier than if this were not done. — *New Era.*

# FASHIONS AND T

## DAINTY TAFFETA AND NET GOWN SPRING'S COATS AND SKIRTS

Smart blouse, with new postilion back

The cutaway line and its effect

FICHU blouses and scalloped edges make two of the newest and most important features of the season and this gown shows them both. The blouse is exceedingly smart and attractive, made with the new postilion back, and the skirt is the favorite one in two-piece style, but with three slightly circular ruffles arranged over its lower edge.

In the illustration the skirt and the main portions of the blouse are made of the new soft finished taffeta and the fichu is of point d'esprit net trimmed with narrow frills of lace while the chemisette is of heavy lace.

The model can be treated in many different ways. The skirt can be cut to either the high or natural waist line, and it can be used with or without the flounces. When it is cut to the natural waist line the back is gathered, providing a little fullness that is pretty. It will be found appropriate for almost all reasonable materials and for simple gowns as well as elaborate ones.

Foulards are lovely this season and the entire gown could be made of foulard to be charming. Voile never was more beautiful and the model suits that material equally well. Altogether it is generally adaptable, but this little gown combining silk of pale rose color and fichu of white is just as charming as can be. A touch of black is introduced in the velvet girdle with knotted ends.

For the medium size the blouse will require 1½ yards of material 36 or 44 inches wide with 1½ yards of net 44 inches wide for the fichu, 2 yards of lace for the frills, ¾ yard 18 inches wide for the puffed undersleeves and ½ yard of heavy lace 18 inches wide for the chemisette; for the skirt will be needed 4½ yards 36 or 44 inches wide, the width at the lower edge is two yards.

The pattern of the blouse, No. 7351, cut in sizes from 34 to 40 bust, and of the skirt, No. 7344, in sizes from 22 to 30 waist, can be bought at any May



Manton agency or will be sent by mail. Address 102 West Thirty-second street, New York, or Masonic Temple, Chicago.

PARIS is sending over a good deal of news about the cutaway line on the new skirts, and there is no doubt that we shall be full of it when it is time to make our new frocks. Now let me tell you about this fashion and you can judge whether you will like it or not, writes Anne Rittenhouse in the New York Times.

This bias line runs from the waist in front, across the figure, under each hip, and ends somewhere above the knees at the back. It makes little difference how this line is effected; with thin material it is accomplished by dropping a tunic or panniers from the lower skirt; in serge and corduroy it is outlined by braid or bands of the fabric, sometimes with the help of buttons.

On taffetas and satin, which are to be common as the leaves in the spring, there will even be a slim little overskirt to give the new cutaway line, scalloped on its edges and bound with braid or with a bias fold of the fabric.

With such skirts, and mind you, they are in the majority, how can one wear a little coat which has not a cutaway line in it? There will have to be another kind of jacket invented for the everyday coat suit, and it will probably have a line below the waist that corresponds with the cutaway line of the skirt.

Some of the new coats in taffeta have turned back revers in front below the waist that is in imitation of the coats of the French guard, and it is very snappy indeed. These revers roll away from the waist line and they go back to a square tail at the back that hangs half way to the knees.

Other coats are sharply cut away, with the edges buttonholed and the back drops to the end of the corset.

By the way, another brand new idea

that is brought out on skirts is in the form of an oblong tab made of the same material, or of another fabric the same color; this is attached to the high waist line at the back, is sewed or buttoned down at the edges and is left loose about five inches. You can at once see the possibility of using such an adjunct to a skirt that is possibly too tight at its lines at the back.

Many of the autumn skirts had marked curve at the back below the corset line, and the fashion now demands that it should be covered up. If the is not enough material to make a straight seam out of a curved one, this oblong peplum is an admirable idea.

If you cannot match the cloth of your skirt you can match the color in silk velvet or corduroy, and fasten this piece on at the sides with buttons that match the rest of the suit. It can be as long as you wish it; some of the extreme on drop nearly to the knees, others are little longer than the hips.

Hip yokes are seen on a wide number of the new skirts. They are finished with a sharp or rounded point at the back, but they have the lapped-over effect in front of a cutaway tunic.

Every jacket is not suitable to be wedded to quaint hip lines. For instance, a peplum that just falls an inch or two below the coat in the back is ugly, while one that ends in a straight line below a coat that ends in a point is not a thing to be proud of.

Do what you please with the skirt or one-piece frock, but do not decide on anything with the skirt of a suit unless you try the coat on with every alteration.

You who like plain skirts had better abandon all hope of wearing them much longer; and you who like scalloped hems better begin to cut them out and overcast them now.

## MOTHER RUNS A KINDERGARTEN

Looks after ten children besides her own two

FIVE dollars a week may not seem a very large amount to speak of in these days when women are earning thousands, but it gives me what I look upon as a comfortable amount of pocket money," declared a woman of the middle West, whose husband is employed in the one bank of the small town in which they live.

"I have a kindergarten class of 10 little children besides our own two. There was no kindergarten in town, so when my eldest child came to kindergarten age I had to teach her. No, I had never studied the kindergarten, but I bought several Froebel books and managed to keep my daughter interested in the work. A year later my son was old enough to join the class, and the fact that neither of my children was ever seen playing in the street attracted the attention of our neighbors. When they found out that I was conducting a kindergarten for them I at once had several applications to take other children in my class.

Within a week after I consented to take the first outsider my class num-

bered five besides my own babies. From then on the number has steadily increased, or at least it would increase if I would take more than 10. I feel it is as many as I can attend to without neglecting my household duties. My house is small, and I have only my dining room for my kindergarten work. Of course such an arrangement requires maneuvering, but as we are early risers in our town it is managed without as particular hard work. As soon as 8 o'clock breakfast is over the dining table is pushed into one corner, the chairs are removed and the kindergarten chairs and table placed in position. Everything is ready by 9 o'clock, which time the class begins.

"The first session lasts until 10:30, then we have a recess of half an hour during which the children eat the big luncheon which they have brought from home and play, either in my back yard or in the hall and dining room. At no time do they all go home, the chairs and table are packed into the closet under the stairs, the dining table pulled out to the corner and everything is in readiness for dinner at 2 o'clock when my husband gets home.

"As the majority of my class has sisters or brothers in the public school I have arranged my hours so that the older children may bring the younger ones and call for them on their way to and from school. This is a great convenience, especially where there is no servant in the family. Oh, in the West many women in the small towns do their own work. Women with servants are not as a rule, so eager to send their children to a kindergarten, because the servants take the care of them off their hands. When a woman has her own work to do she is glad to get her child looked after, not to mention being taught, during the hours that she is forced to give her attention to other matters.

"My charges are 50 cents a week and the parents pay for all materials used. Though \$5 a week is not a very large sum, when I recall that it is earned by playing with 10 children instead of by it seems almost like picking it up in the road. Last year I kept the class going all the summer, not only because other mothers wanted me to, but for the sake of my own children. It is really the easiest way of looking after them, much cheaper than paying a nurse.

"I wouldn't care to keep the work if I weren't teaching my own babies along with the others, but I know of a better way for a mother in a small town who has little children to earn a small amount than holding such a class." — *New York Tribune.*

### ROOM GAINED

A small room may be made to appear larger by selecting such pictures for the walls as have depth and space, as Good Housekeeping. Views of far distant hills, broad expanses of ocean, plain and deep interiors open out vista beyond the cramped limitations of the four walls. By placing the furniture squarely against the wall, instead of across corners, or at an angle, an appearance of greater space may also be gained, although care should be taken not to produce a stiff, angular effect.

### USE THE TAG

When winding wool for crocheting or knitting, says the Woman's Home Companion, if the tag that comes with it is used to start the ball, there will be less trouble; if more wool is needed, as the tag has the number and size of wool on it, and will be there when the end of the ball of wool is reached, it will serve as a guide for the person who uses the last of the wool.



# THE HOUSEHOLD

## RACEFUL EMBROIDERY PATTERN FOR LINGERIE UNDERWEAR

Motif for chemise, corset cover or nightdress



NIGHT-DRESS, chemise or corset cover may be effectively embroidered in this motif. The flowers and stems are solidly worked. The centers of the flowers are done as eyelets and stems in the outline stitch. Mercer-cotton No. 30 should be used.

### RUSKED BREAD

Prepare rusked bread put the ten pieces on a pan in a very moderate oven and let stand to dry thoroughly gradually become a light brown. If not burned it is tempting in appearance and much liked to serve hot in salad, with cheese or with cocoa, as an exchange.

### PANS KNOBBED

Purchased a large shallow tin panned a hole in the middle, inserted a knob, and now have a cover for a layer while it is set away awaiting the egg, which it is not always convenient to make at the time, writes a correspondent of Good Housekeeping. Another arrangement was a knob on a pie plate to be used for a cover to kettle when boiling corn and other staples. This gives more room than a flat cover is used.

## PRODUCING EARLY TOMATOES

Potting, transplanting and care of plants

Now is the time to sow tomato seeds whether the crop is to be "first" or "main." The approved way is to use shallow boxes, flats or earthenware seed pans only an inch or two deep and filled with roughly sifted soil. A soil need not be specially rich; it should, however, be friable; that is, have considerable quantity of leaf mold and sand in it and not much clay. The soil should be pressed down somewhat preferably covered with a pane of glass or newspapers to check evaporation on the surface.

In a week or so, the young plants begin to appear. If the seeds have been sown closer together than say three to four inches, there will not be any need of attention other than that of keeping the soil moist until the seedlings are up. When the plants are up, the soil should be pressed down somewhat. The soil should be pressed down somewhat. The soil should be pressed down somewhat.

One of a dozen or a score of such plants are necessary to get these earliest tomatoes. The other plants from which later fruits are expected, may be treated less carefully. They need not be transplanted to pots at all unless desired, but an interesting thing about them is, that if they are put in three-inch pots and kept growing rather slowly, they will be later than those treated as already mentioned but sown at the same time.

It is not customary, however, to plant main crop tomatoes in pots. They are usually placed in flats say three inches apart and allowed to take their own course, except so far as watering and control of temperature are concerned. When transplanting time comes, their roots are torn apart or cut with a flat trowel so as to leave squares of earth and roots around each plant. This is always more or less of a check to plant growth and of itself will delay fruiting.

Thus the season during which tomatoes can be secured from the garden will be extended even to frost in the autumn. If the plants are pulled up roots and all the evening before frost is expected, they may be hung in a moderately warm room, preferably sunny but not very dry, to allow the green tomatoes a chance to ripen. In this way tomatoes may be ripened as late as Thanksgiving.

## WOMAN THE GREAT CONSERVER

More about the wife's work in the home

WOMAN'S work in the home is important, it is hard, it is done conscientiously. "Very true," some one may say, "but is it valuable economically? To be so it must be productive. It must add to the total wealth of the community. Is the woman who works only in her own home a producer? Even if her husband pays her regular wages, the sum of their income is in no way increased. The amount that the family has for expenditure is in no way changed. Even if by her skill she greatly increases the value of her own possessions—as for example a skillful needlewoman may make for herself a garment whose value in the shops would be many times the money expended for the materials—has she added anything to total values? Is she in any sense a producer?"

But even if we were to admit that the actual work done by women in the home does not increase the sum total of the

wealth of the community, there is still an important economic element in woman's home work that cannot be overlooked or denied. Charlotte Stetson Gilman says, "To save is feminine." Conservation is the slogan of the times, and woman is the great conserver.

The high price of living for the past two or three years has raised economy to the position alike of a fine art and a cardinal virtue. The magazine article on "How to Lower the Cost of Living" is ever present, and it is the housewives of the country who are furnishing the material for these articles for the help of their sisters. One result of this has been a tardy recognition of woman's ingenuity and intelligence in utilizing materials and especially in avoiding waste. Waste is the greatest economic sin. If coal is reduced to cinder without use being made of all its heat; if food-stuffs are spoiled in preparation so that they do not serve their legitimate purpose of pleasing the palate and sustaining life and strength; if house furniture and clothing are ill-treated so that they have to be replaced long before it should be necessary; if, on the other hand, waste is avoided, true economic gain is the result. And this is the economic gain that can without question be claimed for the great army of housewives. A well known public man once said: "My wife is the best business manager of any person, man or woman, that I ever saw. Through her rare management we have always had every comfort and many of the luxuries of life, and that on a salary which at the beginning without such management would have barely covered the necessities." It was a beautiful and well-deserved tribute. That woman is one of very many.

Even if we admit that woman's work in the home is not of direct productive value; if the untold drudgery of hand and foot is to be ignored, if the planning and skipping and saving, that swell the penny saved to the millions of dollars earned yearly is not enough to enter into the account, still, if a woman furnishes comfortable home conditions, she increases by so much the efficiency of the wage-earners of her family.

And this is not all. There remains the indisputable fact that women produce the producers of wealth. The woman who bears children and trains them to become useful men and women, has made the greatest possible contribution, not simply to the intellectual and moral wealth of the world, but to economic values as well.—May Ellis Nichols in Ladies' World.

### WORTH KNOWING

Caramel is best made without any water at all; simply put the sugar into a small granite saucepan over the fire and stir constantly until it is melted. Use at once.

If after letting almonds stand covered with boiling water for five minutes, the nuts are drained and plunged into cold water, the skins will be the more easily removed.

The boiled salad dressing will be lighter if it is beaten hard with an egg beater immediately on being taken from the stove.

When next making baking powder biscuit, add just a little sugar. The improvement is quite noticeable.—Newark News.

### FLOOR STAIN

A good stain for a floor is made by adding to a strong lye of wood ashes enough coppers to make the desired shade of oak, says the Commoner. Put this on the boards with a mop, let dry and varnish afterward.

### TRIED RECIPES

**BRAISED VEAL.** VEAL, properly selected and cooked, offers a welcome change from the heavier beef and mutton. The best veal is neither white nor red but pink, with considerable fat about it. It is a meat that should be thoroughly cooked, and that slowly rather than rapidly. Half an hour to the pound is none too long for a large roast of veal. As veal is an exceedingly dry meat, it requires plenty of larding, whether roasted or braised, and is better cooked in stock than in water.

It is not a difficult matter to lard, though few American cooks have ever bothered to learn how to do it properly. A larding needle can be purchased for 10 cents at any housefurnishing store. Larding pork is fat salt pork, without any streaks of lean. Cut in strips about the size of a lead pencil, soak in cold water a few moments to make firm, press into the larding needle, and draw through the veal. These lardons shrink up, and are absorbed by the veal. They should be put in evenly and about an inch apart.

After larding with two even rows on each side of a piece of veal, dredge with salt and pepper and a little flour. Lay two or three thin slices of pork in the bottom of an iron pot, and as soon as lightly browned lay in the veal with a small carrot sliced, one onion ditto, a bay leaf and a sprig of two of parsley. Add two cups veal stock (this can be made from some of the veal bones which the butcher will throw in if you ask him), and simmer steadily for two or three hours, until tender and a golden brown. It must be basted frequently during the braising, adding some stock if necessary.—Today's Magazine.

**BANANA AND CREAM CHEESE.** Slice or cut cream cheese into cubes. Mix with equal quantities of sliced banana, sprinkled with lemon juice. Serve with lettuce and French dressing. Shredded olives or marmoschino cherries may be used to garnish.

**CRAB AND TOMATO BISQUE.** Blend together two rounding tablespoons each of butter and flour. Add slowly one quart of cold milk, and cook until smooth, stirring constantly. Add one cup cooked crab meat and two cups of stewed and strained tomatoes in which a pinch of soda has been stirred, and salt and pepper to taste. Boil up and serve.

**CHOCOLATE BREAD Pudding.** Soak two cups of bread crumbs in two cups of scalded milk, add two thirds cupful sugar, two squares of chocolate previously melted, one teaspoonful of vanilla. Mix well, and bake in a moderate oven. Cover with meringue made of stiffly beaten whites of two eggs and three tablespoons of sugar. Brown in a moderate oven. Serve with cream.—Portland Express and Advertiser.

### SPOOLED BASKETS

Unique and extremely practical is a work basket so fashioned that it is a holder for many spoons. An ordinary willow basket with a wooden base about 10 inches in diameter, is the foundation; the sides of the basket are about three to four inches in height. The willow of which the sides are woven is carefully taken off the uprights to the depth of not quite an inch. These uprights, which are about an inch or inch and a half apart, furnish just the right holders for spoons, says an exchange. The willow sides below these uprights are covered by tying about them a wide piece of soft silk or satin ribbon. This not only gives a pretty finish, but together with the spoons on the uprights, quite conceals the willow foundation of the basket. A piece of cardboard cut to fit the bottom of the basket is covered with silk to match the ribbon. The whole makes a basket quite as artistic and pretty as it is useful.

### LACE IN LIMOUSINE

The limousine of the woman of fashion has its plate glass windows covered with dainty white lace curtains, says the New York Herald. This permits her to see out, but prevents her being stared at by the passing throng while traffic halts her automobile in the crowded thoroughfares.



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in artful designing—in its hair of silken texture—in its becoming adaptability—embodies the spirit of "Fifty-two Years of Success."

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### BAKING SODA USES

There are numerous uses to which baking soda can be put, apart from the accustomed and legitimate ones of cake and bread making, says the Ladies Home Journal. When milk is on the point of turning sour, a pinch of baking soda dropped in it will restore it to its natural sweetness. A thick paste made of soda and water is excellent for cleaning glasses in which milk, ice cream or other greasy substance has been standing; or, even when there is no time to make a paste, if the fingers are dipped in water, then in dry soda, and the greasy part of the glass is rubbed around with them, the marks will quickly disappear and the glass become bright. Lamp chimneys treated in the same way will shine like crystal, while if a lamp burner is boiled for half an hour in soda and water it will cause the lamp to burn with renewed brilliancy.

### ROCK CANDY IN TEA

A hostess noted for her dainty tea table always uses rock candy crystals in place of sugar. It looks very pretty in the cups with the slice of lemon, and gives just the right sweetness, according to Good Housekeeping. In place of sandwiches she sometimes serves indescribably good "roll-overs," so named by one of her friends. They are made thus: The cook takes rounds of baking powder biscuit dough, cut out as if for biscuit, and places in the center a spoonful of jelly, marmalade, mincemeat, or sandwich filling of any kind, rolls it up and bakes. They are fine, either hot or cold, and a welcome addition to the tea table.

### CURTAIN RINGS

See large battenberg rings on sash curtains to run the brass rod through, instead of putting it through the hem of the curtain, advises the New Era. These rings will keep the muslin from wearing out quickly, and may be left on the curtains while they are in the wash.

### INEXPENSIVE

Escalloped tomatoes and escalloped salmon, also, both of which are inexpensive, help out in the making of the economical menu.—New Era.

### Use It for Nothing but Finishing Floors

Elastica Floor Finish is not an "all purpose" varnish. It is strictly a FLOOR VARNISH, and is designed for no other purpose than finishing floors.



Look for this Trade-mark on a Yellow Label. All others are imitations.

Elastica will make your floors beautiful, thoroughly clean, marproof and waterproof, and will dry over night. On floors old or new, of soft wood or hard, painted or unpainted, stained or unstained, or used over linoleum or oilcloth, Elastica is

**THE ONE PERFECT FLOOR VARNISH**

Remember the Name E-L-A-S-T-I-C-A and be sure you get the genuine. There is only one Elastica, and that is made by the Standard Varnish Works.

Send for Book 97

"How to Finish Floors"—Home Edition. Profusely illustrated, rich in ideas for making and keeping floors beautiful. Also ask for a set of exquisitely colored post cards, showing handsome interiors, which will be sent with our compliments.

Address: **STANDARD VARNISH WORKS**

29 Broadway, New York, 2620 Armour Ave., Chicago, Ill., 301 Mission St., San Francisco, Cal., or International Varnish Co., Limited, Toronto, Canada.

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BOSTON NEW YORK

### MARK IMPORTANT

Before dyeing a garment mark each right-hand or left-hand piece, so there will be no uncertainty about which is the right or wrong side after dyeing, says the Woman's Home Companion. A thread fastened at one edge of each piece, and left an inch or two in length, will answer the purpose.

### CREPE UNDERWEAR

Cotton and silk crepe, too, are in favor now for all articles of lingerie, says the New York News. Both wash admirably. Some of the finest cotton crepe is wonderfully attractive and admits of hand work to excellent advantage.

### GOOD CAKE MIXER

When making cake of any kind, find it more satisfactory to mix it in a white-enamelled steelpan than in a mixing bowl, says a contributor to Good Housekeeping. The handle is much easier to grasp firmly than the side of the heavy bowl and the cake can be more thoroughly beaten. I usually use the two-quart size for an ordinary recipe.

### WHITE MONOGRAM

The newest handkerchiefs are very small and of some vivid color, says the New York Herald. But the monogram is always embroidered in white.



FOR MONITOR READERS WHO TRAVEL

# Leading Hotels, Resorts, Restaurants

**CALIFORNIA**  
**HOTEL ROSSLYN**  
  
 European, 75c to \$2.50  
 American, \$1.75 to \$3.00

**CALIFORNIA**  
**NATICK HOUSE**  
  
 European, 50c to \$2.00  
 American, \$1.50 to \$2.50

**Free Auto Bus**  
 Meets All Trains  
**LOS ANGELES, CALIFORNIA**

**U. S. GRANT HOTEL**  
  
**SAN DIEGO - CALIFORNIA**  
 Newest and Best Hotel on Pacific Coast. Built of Concrete and Steel. Tariff \$1.50 per day and up. Combines all modern attractions.  
 J. H. HOLMES, Managing Director.  
 (For 10 years Manager Hotel Green, Pasadena.)

**Hotel Stratford, SAN FRANCISCO**  
  
 242 POWELL STREET. VERY CENTRAL.  
 ROOMS WITH DETACHED BATH \$1.00 PER DAY  
 ROOMS WITH PRIVATE BATH \$1.50 PER DAY  
 SPECIAL RATES BY WEEK OR MONTH  
 Free Bus Meets All Trains and Steamers

**San Jose, Santa Clara Valley, California**  
**HOTEL VENDOME**  
 A modern hotel with every luxury and high reputation. The finest outdoor climate in the world and a region of Fruits and Flowers.  
 Rates, \$3.50 up, American Plan.  
 H. WINGATE LAKE, Mgr.

**HOTEL SUTTER**  
  
**SUTTER AND KEARNY STS.**  
 A high-class hotel in the center of San Francisco's business life. Exceptional accommodations for traveling men.  
 European plan. Rates \$1.50 a day and up, with bath \$2.00 a day and up. The newest hotel in the city. Absolutely fireproof.  
**SAN FRANCISCO, CAL.**

**A HOTEL THAT IS DIFFERENT**  
**ABSOLUTELY FIREPROOF**  
**Arlington Hotel** Santa Barbara California  
  
 A New Hotel Composed of Concrete, Brick and Steel  
 Catering to tourist and Commercial Patronage  
 PERPETUAL MAY CLIMATE E. P. DUNN, Lessee

## HOTELS AND TRIPS BETWEEN

**HOTEL MEN AND THE HIGHWAYS**  
 The Empire Tours Association, Inc., with principal office in Syracuse, N. Y., and organized by hotel proprietors in various cities of the state, was incorporated recently. It proposes among other things to encourage the building and improving of public highways. The directors are: William E. Lellingwell, Watkins Glen; Frederick W. Rockwell, Albany; Mortimer M. Kelly, Bluff Point; Frank N. Bain, Newburgh; Jerome Emerson, Schenck Lake; Proctor C. Welch, Syracuse; John McGlynn, Troy; C. A. Miner, Buffalo, and A. B. Sanderl, Rochester.

**PROGRESS IN NEW ORLEANS**  
 Hotel men of New Orleans are enthusiastic over the prospects the future has in store for the Crescent City and its resources. "The 1911 and 1912 records show the business is the largest the hotels of New Orleans have ever done," said a prominent hotel man a few days ago.

"As a matter of fact, it has now become a question as to how the hotels of New Orleans can accommodate all the visitors, and it is certain that the hotel-tries which are to keep up with the times and the demands made upon them will soon have to consider seriously the question of enlargement."

"The Monteleone has already done this, and plans are now in the hands of architects for a very extensive addition to our already large house. We plan the addition of 350 rooms, and when completed the Monteleone will occupy practically all of the block between Bienville and Iberville. In fact, the entire block on Exchange Place between Bienville and Iberville will be used in our addition. The new building will be 11 stories high, thus corresponding with the present Monteleone."

"We expect to spend more than \$1,500,000 in this work," New Orleans will then have the largest hotel in the entire South."

**GOES BACK TO THE RADISSON**  
 Ernest G. Kill returns with the first of this month to the Hotel Radisson, Minneapolis, in a managerial capacity. He was in charge of the catering and service at the Radisson from its opening until more than a year ago, when he resigned to become connected with the Kaiserhof hotel in Chicago. For some time Mr. Kruse has been negotiating with him looking to his return. While at the Kaiserhof Mr. Kill has made a splendid record for efficiency, as well as many friends among the hotel fraternity of Chicago. He has been at French Lick, Ind., prior to going to Minneapolis—Exchange.

**THE BARRON AND ANNEX READY**  
 The new Hotel Barron and Barron Annex, just completed at Vancouver, B. C., is ready for business, says the National Hotel Reporter. It is a handsome six-story building and desirably located. It is owned and will be operated by the Barron Company, Ltd., of which Col. Oscar G. Barron and Col. T. S. Brophy of

New Hampshire are the principal members.

The first floor of the hotel is commodious in arrangement and all the public rooms are handsomely furnished. One of the restaurants is fashioned after the Bohemian grill in the Westminster at Boston, which was formerly one of the most famous of eastern hotels. The Vancouver Barron has a mezzanine floor which is particularly attractive. Easy chairs, numerous writing desks and other features make it a delightful lounging place. On the upper floors in addition to the many single rooms, there are 10 three-room suites which are beautifully furnished and particularly attractive. All the sleeping rooms have the modern conveniences.

Colonel Barron, for whom the new Vancouver hotel is named, is one of the best known hotel men in New England, having been for years at the head of the old White Mountain hotel firm of Barron, Merrill & Barron. His brother-in-law, Colonel Brophy, is an experienced and capable hotel man, and the active management will devolve largely upon him.

**NEW MANAGER FOR THE GRANADA**  
 W. H. Chesham, for many years with the Harvey system of Santa Fe hotels, is named as the new manager of the Granada hotel at San Francisco, to succeed Mr. de Wolfe, resigned.

**NEW MANAGER AT STRATFORD**  
 Louis Thorne has been appointed superintendent of service at the Stratford hotel in San Francisco. He succeeds J. B. Ferguson and, as stated by an exchange, "he will fill the responsible position if anybody can." Mr. Thorne's genial presence, his careful attention to details and his wide experience in the better class of hotels make him eminently fitted for the work. The Stratford is a hotel of excellence and attractiveness.

**BIG HOTEL FOR GREAT NORTHERN TOURISTS**

It is reported that the president of the Great Northern railroad has bought 160 acres of choice land near Midvale, Mont., and will erect a mammoth resort hotel thereon. The attractions of the Great Northern railroad are many, and not the least among them is the Glacier National park, the newest and second largest in the United States. There are at present only two entrances to this mammoth playground, and one of these is at Midvale, on the eastern slope. Both are on the main line of the Great Northern and are reached by through trains from Chicago, Kansas City, Spokane, Seattle and Portland.

The streams and lakes in the big park abound in the gamiest kind of fish, some of the trout—the Dolly Varden variety—growing to 15 to 20 pounds in weight. Fishing with hook and line is permitted. At Midvale, the eastern gateway, the Great Northern has just completed a small hotel, which will provide accommodations until the larger one is built.

**CALIFORNIA**  
**HOTEL LANKERSHIM**  
  
 Broadway at Seventh  
 Los Angeles, California  
**EUROPEAN PLAN**  
 A modern down town hotel equipped with every convenience known for the comfort of its guests. Located in the center of the theatre and shopping district.

**EXCELLENT CAFES.** Noted for their unsurpassed Service and Cuisine.

Three hundred and twenty rooms, luxuriously furnished. Two hundred and fifty with private bath.

Automobile bus service from all trains. Under the management of

COOPER & DAVIS, Lessees.

**HOTEL SEFRANCIS**  
  
**SAN FRANCISCO**

This hotel has been conceded to be "the farthest advance of science in hotel service." Perfection of service means economy to the guest. The really economical place to stay is at a first-class hotel that offers a moderate rate.

Under the Management of James Woods

**EL VAVRA**  
**APARTMENTS**  
  
 Every comfort, unequalled climate, magnificent views, elevator, steam heat, hot and cold water; close in, yet quiet as country home; private phone.  
 THOMAS STONE, Proprietor.  
 Pasadena, California

**THE SOMERSET'S RECORD YEAR**  
 The Auto Show is on again and the hotels in the city are full in consequence, especially those in proximity to Mechanics building. Some of the hotels in Boston, however, do not need the impetus of an automobile show to fill up their spare rooms; and notable among these is the Somerset, which is filled to overflowing with its regular patrons who, for the purpose of retaining their residence in this desirable locality, engage their apartments by the year longer. The Somerset is doing the largest business in its history, indicating the appreciation by the Boston public of Somerset service.

**GRAND TRUNK HOTEL CHAIN**  
 Further details of the great chain of palatial hostels which the Grand Trunk authorities expect to have completed with the opening of the Grand Trunk Pacific in 1914 are now at hand. Plans for the Edmonton hotel are completed and the contract is soon to be let. Provision has been made for more than 150 rooms and the total cost will be over \$750,000. A similar building is planned for Regina and one of the finest hotels of the entire series will be built in the vicinity of Mt. Robson, while the final link will be at Prince Rupert. All will be furnished and fitted out in the same artistic and elaborate manner as the Chateau Laurier in Ottawa and the Ft. Garry now nearing completion in Winnipeg. A grand opening of the entire system is planned for the trip of the first transcontinental train and it is hoped that negotiations being carried on with the British government may result in securing His Majesty George V. as one of its passengers.

**PRAISES NEW ORLEANS**  
 "I want to say that New Orleans is the first town in the world when it comes to handing a man back his money," was the declaration made recently by F. A. Sarstedt, member of the Cleveland board of review and a recognized tax expert, while a guest at the St. Charles hotel in the Louisiana city. "A man simply can't throw his money away nor lose it here. The people won't stand for it."

One of Mr. Sarstedt's friends had lost a pocket wallet and later while dining Mr. Sarstedt was showing him how to carry money. Before the demonstration of his private safety pocket was concluded Mr. Sarstedt confessed his own money had disappeared. This fact he confided to Alfred S. Amer, president and general manager of the St. Charles, describing the roll.

"I think I have it," said Mr. Amer, and to the Cleveland man's surprise he was given the lost money, which had been found in the hotel.

**TOURS ACROSS THE SEA**  
 Travel is without question the most important part of a liberal education. A single well-selected tour through countries abroad is more instructive than innumerable books and years of study. The traveler through countries differing in language, customs, and conditions, not

**WESTERN**  
**The West Hotel**  
  
 Minneapolis, Minn.  
 Corner Hennepin Avenue and Fifth Street  
 Most Prominent Corner in the City.  
 Largest and best known European hotel in the Great Northwest. Finest lobby in the world.  
 Club Breakfasts and Sunday TABLE D'HOTE a most pleasing specialty. Also 55 DINNER cent noon-day luncheons.  
 RATES \$1.00 PER DAY AND UP.  
 GEO. R. KIBBE, Proprietor. HERBERT S. JOSLIN, Manager.

**Merchants Hotel**  
**Saint Paul, Minn.**  
  
**EUROPEAN PLAN**  
 Monitor readers will receive every attention  
 RATES \$1.00 to \$1.50 PER DAY  
 WITH BATH \$1.50 to \$2.50 PER DAY  
 GOOD CAFE AT MODERATE PRICES  
 GEO. R. KIBBE - Manager

**HOTEL KUPPER**  
**KANSAS CITY, MO.**  
  
 Conveniently located in Shopping District.  
 CAFE OF PARTICULAR EXCELLENCE  
 Especially desirable for Ladies Traveling Alone.  
 European Plan—\$1.00 to \$3.00 per day

**CALIFORNIA**  
**UNION SQUARE HOTEL**  
  
 Best Location in San Francisco  
 COR. POST AND STOCKTON  
 Near the Best Stores and the Newest Theatres  
 RATES MODERATE  
 CUISINE EXCELLENT

**Palace Hotel**  
 The Historic Court  
 A legacy of the past.  
 A symbol of the future.  
**The Fairmont**  
 The Crown of San Francisco  
 Commanding the most MAJESTIC SCENERY IN THE WORLD  
 San Francisco, Cal.

**The Monitor**  
 IS THE PAPER  
 FOR THE HOME

only experiences unusual pleasures and sensations, but will, if he travel intelligently, acquire a broader view of life and a knowledge of history and art never to be gained by the stay-at-home.

George E. Masters, 248 Washington street, Boston, advertises a most attractive list of tours and will arrange special trips for individuals, families and private parties, itineraries being planned to suit those who go.

**AT ST. AUGUSTINE, FLA.**  
 ST. AUGUSTINE, Fla.—Bostonians who are guests at the Ponce de Leon include: Mr. and Mrs. W. R. Marshall, A. Ames, Mr. and Mrs. Bernard Wolf, Mr. and Mrs. C. H. Greenleaf, Mr. and Mrs. H. C. Denison, Mr. and Mrs. W. H. Moritz, N. P. Cutler, Miss Sally Cutler, James Mason, Edward Williams, Mr. and Mrs. C. D. Reed, Rachel Reed, Edward Weld, Mr. and Mrs. A. H. Rogers, Misses Mildred and Bertha Rogers, Mr. and Mrs. F. E. Dudley, Miss Dudley, Mr. and Mrs. Charles Bird, Mr. and Mrs. Fred Jones and Mr. and Mrs. H. C. Keith. Mrs. Charles H. L. Delano of New Bedford, Mass., also is registered there.

At the Alcazar are Mr. and Mrs. Henry White, Mr. and Mrs. Benz, Miss Benz, Miss D. Benz, Mrs. H. G. Leverick, P. C. Leverick, Jr., Mr. and Mrs. H. M. Hatfield, Mrs. E. A. Swisher, Mr. and Mrs. E. F. Loveloy, Mr. and Mrs. Edward Shell and J. J. Fitzgerald, all registered from Boston.

**FORTUNE IN SALT LAKES FOR STATE**  
 SALEM, Ore.—Forty-five million tons is the estimate placed by State Land Agent Rinehart on the salt contained in the beds of Summer and Albert lakes, and he asserts that if the state pursues the policy of leasing the beds the irreducible school fund will be doubled in 20 years.

**FOREIGN**  
**"The House of Satisfaction"**  
**Hotel Alexandra**  
 CALGARY, ALBERTA  
 A MODERN UP-TO-DATE HOTEL.  
 CENTRALLY LOCATED.  
 ONE AND A HALF BLOCKS FROM RAILWAY STATION.  
 140 ROOMS \$1.50 up  
 35 With Bath  
 EUROPEAN PLAN.  
 H. L. STEPHENS, Manager.

**Hamilton Hotel**  
**BERMUDA**  
 WINTER SEASON JANUARY 1 TO MAY 1  
 W. A. BARRON, Manager  
 Summer Resort:  
 CRAWFORD HOUSE, White Mountains, N.H.  
 New York office, 389 Fifth Ave.  
**London, England**  
 Private Residential House in one of the best parts of London. Every comfort of a private home. MRS. ELLA C. WILTSHIRE, 39 Abbey road, St. John's Wood, N. W. Telephone 4644 P. O. Hampstead. Telegrams and cables "Wiltells," London.  
 Enjoy Winter Sports in Quebec  
 And stay at the Chateau Frontenac, the world's most delightful resort hotel. All winter sports within ten minutes of the hotel. Chateau Toboggan slide on Dufrain Terrace. Through sleepers direct from New York and Boston. Dry, clear climate. Write for hand-somely illustrated "Booklet M" on winter sports.

## NORTHERN PACIFIC TO LET CONTRACT

SEATTLE, Wash.—The Northern Pacific railroad is about to place an order for approximately 25,000,000 feet of lumber, one of the largest contracts ever placed with Pacific northwest lumber manufacturers by one concern at one time.

In addition to the lumber the road will buy 66,000 piles. The material is for use in constructing the Tacoma-Tenino line, via Point Defiance, which includes the construction of a large tunnel under Point Defiance park, Tacoma. The lumber contract, it is estimated, is worth close to \$300,000. Seattle lumbermen believe that Tacoma mills will obtain the larger part of the contract because of their proximity to the work.

## INCREASE SHOWN IN BEET ACREAGE

LONGMONT, Col.—The largest acreage of sugar beets ever grown in the Longmont district will be raised during the coming season. About 12,000 acres have already been contracted for by the farmers, and the total acreage will reach nearly to the 15,000-acre mark. The total acreage of last year was less than 8000.

There are several reasons assigned for the vast acreage signed up for the coming season. The principal one is the advance in the price to be paid by the sugar company, a raise of 25 cents a ton having been voluntarily made.

Last year beet growers had splendid success with this crop and in nearly every instance good money was realized. The tonnage was heavy and the sugar content was high.

**WESTERN**  
**Hotel La Salle**  
 Chicago's Finest Hotel  
  
**RATES:**  
 One Person: Per Day  
 Room with detached bath \$2 to \$3  
 Room with private bath \$3 to \$5  
 Two Persons: Per Day  
 Room with detached bath \$3 to \$5  
 Room with private bath \$5 to \$8  
 Connecting rooms and suites as desired.  
 LA SALLE AT MADISON ST., CHICAGO.

PEACE, quiet and beauty blended with perfect hotel service. In the heart of Chicago's best activities. Close to financial, theatre and shopping districts. A place of exclusive atmosphere, which you will enjoy.

**THE SHIRLEY**  
 THE HOUSE OF COMFORTS  
 DON S. FRASER. DENVER, COLO.

**THE IMPERIAL**  
 PORTLAND-ORE.  
 MOST CENTRALLY LOCATED AND EQUIPPED FOR TOURISTS AND COMMERCIAL TRAVELERS  
 PHIL. METSCHAN & SONS, PROPRIETORS.

**HOTEL CARLTON**  
 PORTLAND OREGON  
  
 This Thoroughly Modern, Absolutely Fireproof Hotel  
 Offers Unexcelled Service, Comfort and Convenience at Moderate Rates.  
 200 Rooms - 120 Bathrooms  
 Every room faces the street.  
 Bus meets all trains and steamers.  
 G. C. LARM, Manager.

**SEATTLE, WASH.**  
  
**Washington Hotel**  
 NEW  
 SUPERB LOCATION.  
 Overlooking Harbor and Sound.  
 All Rooms with Private Bath.  
 RATES \$2.50 PER DAY AND UP  
 Superior Dining Service and Cafe.  
 One of the Finest Hotels on the Pacific Coast.

**HOTEL RADISSON**  
 Minneapolis, U. S. A.  
 The Premier Hotel.  
 Opened in 1910.  
 Cost \$1,500,000.  
 H. J. TREMAIN, Manager.

**The LINCOLN**  
 European and American.  
 250 Rooms. 100 Private Baths.  
 A HOTEL FOR MONITOR READERS  
 FOURTH AND MADISON STS.  
 SEATTLE, WASH.

**HOTEL WASHINGTON ANNE**  
 EUROPEAN  
 A "Home" Hotel Attractive to Nice People  
 SEATTLE, WASHINGTON  
**HOTEL VICTORIA**  
 EUROPEAN PLAN  
 MODERN  
 SPOKANE, WASH.  
 WM. WATSON, PROP.

**Salt Lake City**  
  
 100 ROOMS.  
 FIREPROOF.  
 \$1.50 Up, European.  
 Opened June 8, 1911.

The Monitor goes into the home because it is a daily paper that rightly belongs in the home.



FOR MONITOR READERS WHO TRAVEL

# Leading Hotels, Resorts, Restaurants

NEW YORK AND EASTERN

NEW YORK AND EASTERN

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NEW YORK AND EASTERN

NEW ENGLAND

NEW ENGLAND

NEW ENGLAND

**Prince George Hotel**  
 GEORGE H. NEWTON, Manager  
 Formerly of  
 PARKER HOUSE, Boston, and FIFTH AVENUE HOTEL, New York  
 5th Avenue and 28th Street, New York  
 One of the Most Beautifully Appointed Hotels in New York  
 600 ROOMS  
 Every bedroom equipped with bath and shower. All modern conveniences. Cuisine Unexcelled. Prices Unusually Low. In the Center of shopping and Theater District. Elevated and Subway Station one block distant.  
 Room and Bath, One Person, \$2 and up.  
 Room and Bath, Two Persons, \$3 and up.  
 Parlor, Bedroom and Bath, \$5 and up.  
 The Christian Science Monitor can be obtained at the newstand or can be found in the reading room.  
 Take the Subway to 28th St. to hotel.

**Hotel Marseilles**  
 BROADWAY AT 103d STREET  
 NEW YORK CITY  
 Subway express station at the door. 10 minutes to Grand Central Depot. 20 minutes to Wall Street.  
 Situated in the finest and most beautiful residential section. Attractive rates for transients.  
 European Plan.  
 Special rates or leases for suites.

**Hotel Puritan**  
 Commonwealth Ave., BOSTON  
 A Distinctive Boston House  
 Unique in character and grade of its equipment. Attractive booklet with guide to Boston and vicinity will be mailed on request. C. S. COSTELLO, Mgr.

**Hotel Somerset**  
 Commonwealth Ave. and Charlesgate East, Boston, Mass.  
 Its quiet and refined surroundings make it a home of comfort and luxury. Complete equipment for Balls, Banquets and social events of all kinds.  
 TRANSIENT RATE  
 Rooms, \$2.50 per day and up  
 Rooms with Bath, \$3.00 and up  
 Parlor Bedroom and Bath, \$5.00 and up  
 SPECIAL INDUCEMENTS TO PERMANENT GUESTS  
 FRANK C. HALL, Manager.

**ATLANTIC CITY**  
 NEW JERSEY  
 Spend the Lenten season here. There is a wealth of pleasure in this famous resort with its delightful hotel entertainments, fine roads for automobilizing, and the hospitable country club. Leading hotels always open.  
 TRAYMORE CHALFONTE HADDON HALL

**MARTHA WASHINGTON**  
 New York's Exclusive Woman's Hotel  
 29 East 29th Street, Near 5th Avenue  
 Restaurant and Tea Room for men and women.  
 Rates \$1.50 and Up.  
 Convenient to subway and cross-town car lines. Center of Theater and Shopping District.  
 450 rooms with each floor. Fireproof. European Plan.  
 Telephone.

**SHATTUCK INN**  
 JAFFREY, NEW HAMPSHIRE  
 House and furnishings all new. Rooms single or en suite, with or without private bath. Electric lights, steam and open fires. 78 miles from Boston. Greatest place for week-end parties. Climb Monadnock in winter.  
 E. C. SHATTUCK, Prop.

**BOSTON—HOTEL VENDOME**  
 COMMONWEALTH AVENUE  
 Distinguished for its clientele, appointments and location. Equally attractive to permanent and transient guests. Perfect quiet.  
 C. H. GREENLEAF & CO.

**Hotel Brunswick**  
 Boston  
 H. H. BARNES, Proprietor

**Copley Square Hotel**  
 Huntington Avenue, Exeter and Blagden Streets, BOSTON.  
 Containing 350 rooms—200 with private baths.  
 AMOS H. WHIPPLE, Owner and Prop.

**Hotel Westminster**  
 Copley Square . . . BOSTON  
 C. A. GLEASON

**Cook's Restaurant**  
 ESPECIALLY FOR SHOPPERS AND VISITORS  
 88 Boylston Street, Boston

**COMMONWEALTH HOTEL, Inc.**  
 BEACON HILL—Rooms with hot water, shower bath, \$7 to \$9 per week; rooms, private bath, \$10.50 to \$14; transient, \$1 per day and up; ten minutes to Waterbury.  
 WATERBURY INN  
 Modern in every detail. Open fires, large sunny rooms. All winter sports here.  
 WILLIAM F. DAVIS.

**Hotel Oxford**  
 HUNTINGTON AVENUE, BOSTON  
 Under New Management  
 Back Bay district, adjoining station of the B. & A. New York Central Lines and N. Y. N. H. & H. R. R. Cars pass door to all principal stores and theatres (5 minutes).  
 European Plan, Cafe, Private Dining Rooms, New Banquet Hall  
 400 ROOMS 100 BATHS  
 Single rooms \$1-\$1.50, with bath \$1.50-\$2.00  
 Double Rooms \$1.50-\$2.00, with bath \$2.50-\$3.00  
 Suites 2, 3, 4 rooms, with bath, by the month or year. A comfortable and homelike hotel with large and airy rooms and a first-class cuisine at moderate prices.  
 WHITE M. H. CONWAY, N. H.

**Hotel Randall**  
 No. Conway N. H.  
 A CENTER FOR WINTER SPORTS  
 Open all the year. Steam heat, baths en suite; all modern conveniences. Sleighing, snowshoeing, skating, tobogganing, and other sports. Dry, clear climate. Special terms to winter guests or parties. Write or telephone H. H. RANDALL, Prop.

**Holland House Hotel and Restaurant**  
 5th AVENUE and 30th STREET, NEW YORK  
 REASONABLE RATES CUISINE UNSURPASSED  
 REMODELLED and REFURNISHED  
 ELEGANCE and REFINEMENT BOOKLET ON APPLICATION

**Hotel Arlington**  
 Michigan Ave., near Beach, ATLANTIC CITY, N. J.  
 Every modern convenience and comfort. Special spring rate \$10.00, \$12.00, \$14.00 and up weekly; \$2.00 and up daily. Capacity 250.  
 R. J. OSBORNE & SON.

**OAKCOURT HOTEL**  
 LAKEWOOD, N. J. Located in the Pine Belt  
 A family hotel with a quiet air of domesticity and a homelike atmosphere. Booklet. E. E. Sponaugher, Manager.

**NEW CLARION**  
 Atlantic City, N. J.—Kentucky av., 2d house from beach. Elevator to street level. Special weekly rate. Booklet. Open all year. S. K. BONIFACE.

**CORPUS BEACH HOTEL**  
 CORPUS CHRISTI, TEXAS.  
 MODERN—ELEGANT—FIREPROOF  
 Situated on the most beautiful Peninsula on the Texas Coast, facing the finest and safest all-year-round Surf Bathing Beach on the American Continent. The most perfect water climate in the world. Surf Bathing all winter. Boating, Fishing, Hunting, Golfing and Automobilizing. European Plan. Rates \$2.00 per day and up. Write for Illustrated Booklet. OPEN FEBRUARY 1st, 1912. MAKE RESERVATIONS NOW. J. W. Dickinson, President. B. H. Farrell, Manager. Chicago Office, 500 Fisher Building. Phone Harrison 202.

**Old Point Comfort Hotel Chamberlin**  
 BOATING, BATHING, FISHING, SAILING, ORCHESTRA, TENNIS, GOLF  
 Unique sea food cuisine. FORTRESS MONROE, Hardest Military Post on the Atlantic Coast. HAMPTON ROADS, the Rendezvous of the Nation's Warships. Special weekly rates June to October.  
 Booklets at Marsters, 248 Washington st., and Raymond & Whitcomb, 205 Wash. st. Or address GEO. F. ADAMS, Mgr., Fortress Monroe, Va.

**NEW ORLEANS**  
 America's Convention and Carnival City  
**The St. Charles**  
 FINEST ALL-YEAR HOTEL IN THE SOUTH  
 Completely rehabilitated, under new and efficient management from Waldorf-Astoria, N. Y. City.  
 European Plan. Modern. Fireproof.  
 A well ordered hotel for a discriminating public, traveling either for business or pleasure.  
 Send for booklet of New Orleans.  
 ALFRED S. AMER & CO., Ltd., Props.

**GRASMERE, LAKE, VILLAGE**  
 Section of Wordsworth's Country That Abounds With Places Reminiscent of Poet and His Works



(Specially drawn for the Monitor)  
 The quaint old church at Grasmere, about which literary associations of the place appear to center

(Special to the Monitor)

THE shortest and easiest route to Grasmere from Ambleside is by way of Rydal Water. We have, however, traveled in that direction; so on leaving Ambleside we will take the road to the left, which takes us by Skelwith Force.

After a short walk we come to Skelwith bridge, close to which are the falls in question. Though not one of the large falls of Lakeland the volume of water which comes over it, especially after heavy rain, is enormous. Last summer was, however, not a good year for view-along waterfalls, owing to the exceptional dryness of the weather, and visitors to even the famous falls of Lodore would hardly have found it equal to Skelwith's description of it.

The view from the foot of Skelwith Force is extremely beautiful. Right in front of us tower the jagged peaks of the Langdale Pikes, which, indeed, appear to be almost overhead, although six miles distant, and the river Brathay issues from its rocky glen and tumbles along over its rugged bed in the direction of Windermere.

We pass through several miles of most charming scenery, one view in particular being especially fine. Nestling in the valley before us is the tiny lake of Elterwater, standing out in striking relief against a background of dark pines, and towering above are the blue-gray Langdales. Some cattle lazily grazing in the vivid green meadows in the foreground gives just the touch of life necessary to make it a perfect picture.

From this point, our road is up hill nearly all the way until we at last reach Red Bank, which is just above Grasmere.

We now leave the road and take a short but stiff climb to the top of a mountain, on the summit of which some thoughtful persons have placed a seat. The view from this point is one of the most noted in all the lake district, and well repays the extra effort entailed. Deep down in the valley, almost beneath our feet, as it seems to us, lies the lovely lake of Grasmere, with its single islet in the center, set like a gem in a mirror. The lake as seen from this point appears to be hemmed in on all sides by

mountains of such steepness that the whole valley reminds one of a basin. On the further side of the lake is the little village of Grasmere, just visible among the trees, a perfect picture of peace and repose. In the distance we can see the road to Thirlmere, winding like a thread up the steep cleft of Dunmail Raise, while immediately below us is the one that leads to Grasmere, which is so steep that the drivers of the coaches are compelled to lead their horses in the descent of it, while motorists leave it severely alone. We will, however, take a foot-path to the left, which takes us through half a mile of the most lovely woodland scenery; the dense undergrowth of bracken, bramble and wild rose, the sweetly scented pines, and above all the pleasant shade of the trees, are delightful after the dusty roads.

Grasmere is a lake which improves with closer acquaintance, and the view from the level of the lake is quite as charming as that obtained at a greater height. The circular vale of Grasmere seen from the bosom of the lake in the still beauty of a fine evening, will make an impression that will scarcely ever be effaced. The village possesses some beautiful gardens; several beds of phlox presenting a blaze of color when seen in full bloom.

The literary associations of Grasmere seem to center in the church, a quaint old structure, built in the roughest manner. Wordsworth has left us in "The Excursion" a charming picture of this old church and its pastor who delivered an eloquent discourse from a seat on an old wall; so eloquent, indeed, that the poet's relatives, with that candor which relations alone can assume, declared that his identity was to them a mystery, as no pastor in their recollection was ever capable of such rhetoric. Inside the church may be seen the Wordsworth family pew, over which is a tablet to the memory of the poet, the wording of which is so apt that a quotation from it may be of interest.

"To the memory of William Wordsworth, a true philosopher and poet who failed not to lift up the heart to holy

## CITY WILL PLACE LARGE CONTRACT

SPOKANE, Wash.—Bids placed by the city for material will be opened by the commissioners March 7, when manufacturers will offer prices on pipe, valves, fittings, etc., for the \$130,000 force main to be put in this spring from the north hill to relieve the annual water shortage there.

Of 24-inch and 30-inch pipe 20,400 feet, approximately five miles, is ordered. Delivery is called for on everything but the pipe before April 30. The first instalment of the pipe must be delivered April 30, and 500 feet a day thenceforth till the entire five miles is laid down here.

## MONEY INVESTED IN INSTITUTIONS

SPOKANE, Wash.—In the state capital and the 11 state institutions Washington had invested a total of \$3,722,458.35 on Sept. 30, 1911, according to a report which has just been made public by the state board of control. This organization has charge of all state property and on that date had an inventory taken of the buildings, grounds and equipment.

In the state capital there is invested a total of \$500,489. The building and grounds are appraised at \$478,000 and the balance represents the furnishings.

## NORMAL SCHOOLS TO BE IMPROVED

MILWAUKEE—Over \$700,000 will be spent during the next year for the eight state normal schools. This amount is the largest yet expended during any year, according to President Charles McKenny, who returned from Madison, where he had attended the semi-annual meeting of the board of regents.

things, tired out of maintaining the cause of the poor and simple, and so, in perilous times was raised up to be a chief minister, not only of noblest poetry, but of high and sacred truth.

Matthew Arnold voiced the same thought when he wrote:

"Time may restore us in his course  
 Goethe's sage mind, and Byron's force.  
 But when will Europe's latter hour  
 Again find Wordsworth's healing power."

No other modern poet has awakened so reverent enthusiasm as William Wordsworth, and Arnold paid him the highest possible tribute, when he spoke of the "healing power" of his noble works.

Before leaving Grasmere we must lean on the wishing gate, which formed the subject of one of the poet's most beautiful poems, and if time permits we shall not fail to visit Dove cottage, where Wordsworth took up his abode when he first settled at Grasmere in 1799, and which still retains the form it then wore, even to the arrangement of the furniture. At Dove cottage, in those times, we find Wordsworth and his sister, with De Quincey as a guest, and from the latter, who himself afterward lived for many years in the cottage, we have a number of very interesting reminiscences of the happy days there. The relics in the cottage include a complete set of the first editions of Wordsworth's poems, as well as some of the manuscripts of them. To the admirer of Wordsworth the whole district around Grasmere abounds with spots reminiscent of the poet and his writings.

## WHAT THE SHEARS SAY

**DIGNITY OF LABOR**  
 Feel your work's important, too;  
 Feel they wouldn't know what to do  
 If it wasn't for the part  
 You have played with soul and heart  
 In the routine of the day;  
 Feel important—that's the way  
 Service, humble though it be,  
 Sets the pace that makes you free.  
 Lifts the commonplace of things  
 To a soaring of the wings.  
 —Baltimore Sun.

**BEARS REPETITION**  
 "That man has been making that same tariff speech for years and I don't understand it yet."  
 "Certainly not," replied Senator Sorghum; "that speech is like a conundrum. After you guess it, it's no good any more." —Washington Star.

**A NEW TITLE**  
 "I beg pardon," said the reporter, "but are you the Potato King?"  
 "Yes, but I don't like that term," replied the magnate, testily. "Oil kings and cattle kings and the like are so common. Call me the potentate." —Harpers Magazine.

**POLITICAL SHREWDSNESS**  
 "I notice that you courteously refrain from mentioning the name of your political rival in any of the speeches."  
 "I can't say my practice in that respect is so much a matter of courtesy as of prudence. I once started in to denounce a rival, but as soon as I mentioned his name the audience burst into deafening and continuous applause." —Washington Star.

**PROOF POSITIVE**  
 Senator Dolliver of Iowa in a recent campaign told this story to illustrate the logic of an argument: "Did you ever hear about the young woman in Ft. Dodge? One spring morning she sat on the piazza of her pretty little home, sewing a button on her husband's coat. The husband himself appeared and she said: 'It's a perfect shame the careless way the tailor sewed this button on. This is the fifth time I've had to sew it on again for you.'" —The Standard.

**GETTING READY**  
 In maple, beech, and even fir,  
 The sluggish sap begins to stir.  
 The sap, alike a sleeping thing  
 Awakens at the touch of spring.  
 In all the timber on the map  
 We see the signs of running sap.  
 And indications tell us that  
 'Tis stirring in the baseball bat.  
 —Pittsburgh Post.

**HER FUTURE**  
 "Professor," said Miss Skylight, "I want you to propose a course in life for

me. I have thought of journalism."  
 "What are your own inclinations?"  
 "Oh, my soul yearns and throbs and pulsates with an ambition to give the world a life work that shall be marvelous in its scope, and weirdly entrancing in the vastness of its structural beauty!"  
 "Woman, you're born to be a milliner." —The Standard Magazine.

**TACT MANIFESTED**  
 Johnson—You don't mean to say you laughed at that story.  
 Smithson—Yes. Had to.  
 Johnson—Had to?  
 Smithson—Yes. My boss told it.  
 —Spokane Chronicle.

**WHY IT DIDN'T GROW**  
 New Yorker—What did you have in your garden last summer?  
 Suburbanite—Cochin Chinas, Plymouth Rocks and Leghorns. —Harpers Bazar.

## IDAHO TOWN LAND SOLD IN SECRET

BOISE, Ida.—The heart of the town of Bliss, located in southern Idaho, was sold unknown to its residents and over the heads of the supposed owners with-out their knowledge.

The present and sole owner is now James E. Clinton, Jr., vice-president of the Boise City National Bank of this city. The sale has created discussion at Bliss, for hundreds of lots in the 80 acres have their titles clouded.

The townsite was sold at a sheriff's sale several years ago and since that date and that sale the property has been involved in a maze of legal entanglement to the confusion of which is added the recent transfer of the warranty deed to the same land to Mr. Clinton.

## BUSINESS MEN TO BUILD HALL

SPRINGFIELD, Mo.—The board of councilmen approved a bill recently granting to a committee of business men who propose to build a convention hall, a 50-year lease on a large tract of land in the business district, formerly known as the "city lot." An auditorium to seat 5000, costing \$75,000, will be erected at once in accordance with the terms of the lease. The city is to receive \$1000 a year for the rental of the lot and at the expiration of the contract is to receive the ground and improvements.

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**DOUBLE TRACK CONTRACT GIVEN**

PORTLAND, Ore.—Porter Brothers, railroad contractors, of Portland, have been awarded the contract to build for the Northern Pacific a double track from Tacoma to Tenino, a distance of 43 miles. The contract price is said to be in the neighborhood of \$5,000,000. The line will be completed in 18 months. The road will have a much more favorable grade than the one over which the Northern Pacific trains now operate between the two points. It will parallel the bay shore for about half the distance, and will afford opportunity for quicker service.

**ART BUILDING PLANS ADOPTED**

REDLANDS, Cal.—The trustees of the University of Redlands recently adopted plans and specifications for the proposed art building, which will be erected within the next year. The contract will likely be let some time before the end of the year. The membership of the board of trustees was increased from 15 to 24.

## CUSTOMS REGULATIONS TRAVELERS SHOULD KNOW

Passengers on steamers bound for the United States will receive a sheet of paper containing two forms of declarations. The one in black is for citizens of the United States; the one in red for non-residents. The law provides that citizens of the United States may bring in articles valued under \$100, but there are restrictions relating to this which should be carefully noted. The following instructions are taken from the leaflet furnished by the treasury department. If in doubt regarding the meaning of any clause in the declaration or instructions the purser will explain.

Residents of the United States must declare all articles which have been obtained abroad by purchase or otherwise.

Articles taken from the United States and remodeled, repaired, or improved abroad must be declared, and the cost of such remodeling, repairing, or improving must be separately stated.

The following articles are dutiable:  
Household effects, including books, pictures, furniture, tableware, table linen, bed linen, and other similar articles, unless used abroad by the owner for a period of a year or more.

Goods in the piece.  
Articles of any nature intended for sale, or for other persons.

The following articles are free if under \$100 in value, and if necessary for comfort and convenience for the purposes of the journey, and not for sale nor for other persons:  
Clothing.  
Toilet articles, such as combs, brushes, soaps, cosmetics, shaving and manicure sets, etc.

Personal adornments, jewelry, etc., and cameras, musical instruments, etc.  
Clothing and other personal effects taken out of the United States by the passenger if not increased in value or improved in condition while abroad. If increased in value or improved in condition, they are dutiable on the cost of the repairs.

**NON-RESIDENTS**  
Non-residents of the United States are entitled to bring in free of duty, without regard to the \$100 exemption, such articles as are in the nature of wearing apparel, articles of personal adornment, toilet articles, and similar personal effects, necessary and appropriate for their wear and use for the purposes of the journey and present comfort and convenience and which are not intended for other persons or for sale.

## AWAIT MEETING CALLED TO LAUNCH NEW PARTY

Time Drawing Nearer for Gathering Announced in the 1910 "Declaration of Independence"

### REFORMS PLANNED

A GREAT many residents of Philadelphia and elsewhere anticipate with some curiosity the arrival of July 24 of this year, for on that day, according to a somewhat out-of-the-ordinary manifesto, a gathering is due in the Quaker city which will prepare for a "declaration of dependence and independence" that shall obliterate many of the present day public abuses, according to the sponsors of the movement, and to nominate a candidate for President to lead the new party.

The first intimation that such a convention was at hand came on June 14, 1910, when there was found nailed upon the door of Independence hall, Philadelphia, a document that stated in detail what was expected to be accomplished by the gathering ten years later. Flag day had been chosen for the declaration and the paper had been mailed to the door of Independence hall against an American flag. The call was signed by Lewis McKenzie Turner of Virginia.

This call, purporting to be a declaration of "dependence and independence," goes on to state that "When in the course of human events it becomes necessary for a people to throw off the political bands that have been forged about them and to again assume that power their forefathers devised as a sacred trust and unusual blessing for all future generations, a common love of liberty dictates, a decent respect for themselves insists, and justice demands that they declare a cause to impel a separation."

The declaration next takes up the government, the trusts, the history of the political parties; and then it concludes in part as follows:

"Therefore, upon the 24th day of July, in the year 1912, at 12 midday, a congress shall convene in the city of Philadelphia, consisting of a delegate from each county of every state, together with four delegates from each territory in the Union, such delegates to be chosen by the people in each community, and instructed to nominate an independent candidate for President of the United States and also to consider the extent of evil that surround us and to devise plans to take away the power of politicians and such other harmful agents as infest the land and rob us of wealth, good government and honor as a nation."

It seems that the summer months are about to witness a presidential campaign in which other elements besides the Democrats, the Republicans, the progressives and the Socialists will have a hand. There has been nothing to indicate what the new party expects to call itself, but the time is drawing near when the political situation may be rendered even more interesting by this proposed undertaking.

## RUNNING MATE FOR MR. TAFT MAY COME FROM NEW JERSEY

WASHINGTON—There is a strong probability that if President Taft should be renominated the Republican party will go to New York or New Jersey for the vice-presidential nominee. This will be likely in the event of Woodrow Wilson's nomination for the presidency. New York has had several representatives on presidential tickets, but New Jersey has been less fortunate. The facts as to New Jersey are to be collected and used at the proper moment as an argument in favor of one of her favorite sons.

Garret A. Hobart was elected Vice-President on the ticket with Mr. McKinley in 1896. Garret Cleveland was born in New Jersey but when nominated and elected President he was a legal resident of New York and had been for a good many years. George B. McClellan was the Democratic nominee for the presidency in 1894, and he was elected to New Jersey, although at the outbreak of the civil war he was living in Cincinnati. The ticket in 1864 was McClellan and Pendleton, the latter of Cincinnati, and later a United States senator.

While New Jersey has failed to be represented on presidential tickets, the state has frequently had candidates. But in the national conventions they usually went down to defeat. The progress the Wilson boom is now making is encouraging New Jersey Republicans, and they are saying with a good deal of confidence that one of their colleagues will have to be put on the ticket, if Mr. Taft should be renominated, and the Democratic prize go to Governor Wilson.

Senator Briggs of Trenton is one of the Republicans already favorably mentioned. He has been a state senator. Franklin Murphy, former Governor, is also mentioned. There has also been some talk about the advisability of nominating Representative George Winthrop Fairchild of Oneonta, N. Y.

Both Mr. Briggs and Mr. Fairchild have had higher political honors than were ever bestowed on Mr. Hobart or Chester A. Arthur up to the time the vice-presidential nomination was given them. And besides there is a growing desire on the part of the leaders in both political parties to give the vice-presidential nomination to a man who is not a member of either party.

essary for a people to throw off the political bands that have been forged about them and to again assume that power their forefathers devised as a sacred trust and unusual blessing for all future generations, a common love of liberty dictates, a decent respect for themselves insists, and justice demands that they declare a cause to impel a separation."

The declaration next takes up the government, the trusts, the history of the political parties; and then it concludes in part as follows:  
"Therefore, upon the 24th day of July, in the year 1912, at 12 midday, a congress shall convene in the city of Philadelphia, consisting of a delegate from each county of every state, together with four delegates from each territory in the Union, such delegates to be chosen by the people in each community, and instructed to nominate an independent candidate for President of the United States and also to consider the extent of evil that surround us and to devise plans to take away the power of politicians and such other harmful agents as infest the land and rob us of wealth, good government and honor as a nation."

It seems that the summer months are about to witness a presidential campaign in which other elements besides the Democrats, the Republicans, the progressives and the Socialists will have a hand. There has been nothing to indicate what the new party expects to call itself, but the time is drawing near when the political situation may be rendered even more interesting by this proposed undertaking.

Garret A. Hobart was elected Vice-President on the ticket with Mr. McKinley in 1896. Garret Cleveland was born in New Jersey but when nominated and elected President he was a legal resident of New York and had been for a good many years. George B. McClellan was the Democratic nominee for the presidency in 1894, and he was elected to New Jersey, although at the outbreak of the civil war he was living in Cincinnati. The ticket in 1864 was McClellan and Pendleton, the latter of Cincinnati, and later a United States senator.

While New Jersey has failed to be represented on presidential tickets, the state has frequently had candidates. But in the national conventions they usually went down to defeat. The progress the Wilson boom is now making is encouraging New Jersey Republicans, and they are saying with a good deal of confidence that one of their colleagues will have to be put on the ticket, if Mr. Taft should be renominated, and the Democratic prize go to Governor Wilson.

Senator Briggs of Trenton is one of the Republicans already favorably mentioned. He has been a state senator. Franklin Murphy, former Governor, is also mentioned. There has also been some talk about the advisability of nominating Representative George Winthrop Fairchild of Oneonta, N. Y.

Both Mr. Briggs and Mr. Fairchild have had higher political honors than were ever bestowed on Mr. Hobart or Chester A. Arthur up to the time the vice-presidential nomination was given them. And besides there is a growing desire on the part of the leaders in both political parties to give the vice-presidential nomination to a man who is not a member of either party.

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## NEWS IN THE WORLD OF MUSIC

## OPERA AND CONCERT NOTES

Enrico Caruso appears at the Boston Opera House Tuesday evening, March 5, in a special performance of Puccini's "Girl of the Golden West." His chief associates in the cast will be Mme. Melis and Mr. Posele.

Miss Mary Garden appears on Friday in "Thais," with Mr. Renaud as Athan.

At the Wednesday evening performance Debussy's "L'Enfant Prodigue" will be revived, this time with Mme. Gay as Lia. Mme. Teresa Cerutti, the dancer, will assist. "Pagliacci" is on the bill, with Miss Fely Dereyne as Nelda, Mr. Zenatello as Canio and Mr. Scotti as Tonio.

The week will be filled out with a repetition of Massenet's "Werther" on Monday night, while the Saturday night popular price performance will be "Faust," with Miss Dereyne as Marguerite, Mr. Jadlowker as Faust, Mr. Rothier as Mephistopheles and Mr. Ridel as Valentine.

The full repertoire of the week is as follows: Monday evening, "Werther." Tuesday evening, special performance, "Girl of the Golden West." Wednesday evening, "L'Enfant Prodigue" and "Pagliacci." Friday evening, "Thais." Saturday matinee, "Germania." Saturday evening, "Faust."

Mme. Carmen Melis, who created the role of Minnie on the stage of the Boston opera house, is to make Parisians acquainted with Puccini's newest opera. With Mr. Caruso, she has been engaged by Raoul Gunsburg, the Monte Carlo impresario, for a season at the Paris opera, when the "Girl of the Golden West" is to be made the principal production.

The novelty which Mr. Fiedler places on the eighteenth symphony program is the most recent symphonic work of Felix Weingartner, his third symphony in E major, opus 49. This composition has been known as the "Viennese" symphony, because in the last movement the composer has used a number of strains from popular Strauss waltzes in contrapuntal effect with the principal themes. It had its first performance in Vienna in November, 1910, and a few weeks ago was played in New York by the Philharmonic Society. Miss Maud Powell, the violinist, will be the soloist. She will play Schubert's D minor concerto, op. 47. The final number on the program will be Smetana's overture "The Bartered Bride."

The last concert of the year in aid of the pension fund of the Symphony orchestra will be given in Symphony hall, Sunday evening at 8 o'clock. Miss Elena Gerhardt will sing two groups of songs, the first being three Wagner songs with

## ITALIAN SOPRANO SINGS WITH CARUSO



(Photo by J. Williams, Boston)  
Mme. Carmen Melis, popular in Boston opera as Minnie, appears in Tuesday performance

## NEW SONG SUNG

"Faith," a song composed by Frank E. Doyle, using a poem by Leslie H. Allen, which first appeared in The Christian Science Monitor, was sung at a recent concert by John Smallman, baritone. The theme is pleasing, and Mr. Doyle has treated it harmonically with marked ingenuity, and in exact reflection of the spirit of the verse.

orchestra, and the second five Schumann songs with piano. The Wagner songs are "Stille Still," "Traume" and "Schmerzen." The Schumann songs are "Provençalische Lied," "Mondnacht," "Die Soldatenbraut," "Ich Grolle Nicht" and "Frühlingsnacht." Mr. Fiedler has chosen Tschakowsky works for his part of the program, the "Pathetic" symphony, the "Nut Cracker" suite and the "1812" overture, in which the organ will be used.

George Harris Jr., tenor, gives a recital in Jordan hall Monday afternoon, March 4, assisted by Miss Irma Seydel, violinist. The program is as follows:

Cavatina from "J. Lombardi," Verdi; "Das Blumchen Wunderhold," Beethoven; "An eine Asolsharfe," Brahms; Gipsy songs, Nos. 6 and 7, Mr. Harris; "Mich kan kein Zweifel Stoeren," Bach; "Seht, was die Liebe tut," Bach; Mr. Harris and Miss Seydel, "Du bist die Ruh," Schubert; "Die Forelle," Schubert; "Heimliche Aufforderung," Strauss; Mr. Harris will accompany himself in this group. Aria from "Zemire," Gretry; "Absence," Berlioz; "Melancolie" (ms.), Marion Bauer; "Chant de Tronvere," Kurt Schindler; "Marine," Lalo; Mr. Harris, "Caprice Espagnol," Loeffler; Hungarian dances, Nos. 7 and 8, Brahms-Joachim, Miss Seydel. "The South Wind," Mary Turner Salter; "To You, Dear Heart," F. Morris Glass; "The Dream Stream" (ms.), Marion Bauer; "The Pipes of Gordon's Men," Hammond.

Ernest W. Harrison will assist at the piano.

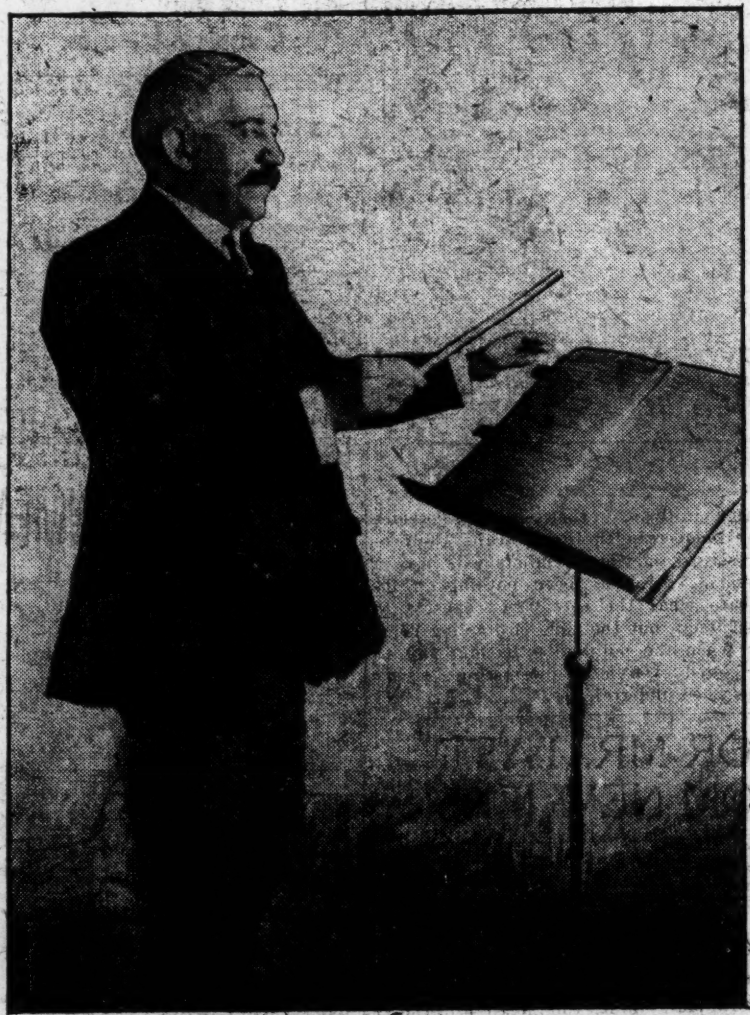
Miss Katherine Goodson, the English pianist, gives a recital in Jordan hall on Monday afternoon, March 18.

John Hermann Loud gives an organ recital at the First Baptist church, Newton Centre on Monday evening, March 4, at 8 o'clock. The program is as follows:

First sonata, Op. 42, in D minor, Guilmant; romanza in G, Walter Keller; passacaglia in B minor, E. Blum; fantasia in G minor, Bach; improvisation; fantasia in E minor, Lemmens; toccata in A, MacMaster.

Edmond Clement, the French tenor,

## FRANCHETTI SCORE READ IN BOSTON



(Photo by J. Williams, Boston)  
Arnaldo Conti opens on conductor's desk book which he has known well in Italy

lows: First sonata, Op. 42, in D minor, Guilmant; romanza in G, Walter Keller; passacaglia in B minor, E. Blum; fantasia in G minor, Bach; improvisation; fantasia in E minor, Lemmens; toccata in A, MacMaster.

Edmond Clement, the French tenor,

gives a recital of operatic selections written by Berlioz, Offenbach and Bizet, in Jordan hall on Tuesday afternoon, March 19, at 3:30. An introductory lecture will be given by Prof. C. P. Lebon.

John McCormack, the Irish tenor, assisted by Miss Marie Narelle, appears at Symphony hall on Sunday evening, March 31.

The Handel and Haydn Society gives its spring concert: Sunday, April 7.

The Wage-Earners orchestra and pupils of the Boston music school settlement give a concert on Tuesday, March 12, at the Hotel Tulleries at 8 o'clock. This concert is the one originally scheduled for March 5.

The music department of the city of Boston announces the following concerts: Concert on March 5 originally scheduled to take place at French's opera house, will be given in the assembly hall of the Hyde Park high school. The municipal orchestra, assisted by Prof. Louis C. Elson, lecturer, and Harold S. Tripp, tenor, will appear. Tickets may be had at the office of the music trustees, 905 Carney building.

Concert at the Roxbury high school, Friday evening, March 8, Mrs. John D. O'Connor, soprano, will assist the orchestra.

An organ recital will be given at The First Church of Christ, Scientist, Friday, April 12. John A. O'Shea will be the organist.

The Hyde Park program is as follows: Overture, "William Tell," Rossini; Gavotta (for strings), Gillet; aria from "La Boheme," Puccini; first movement of symphony in D-major, Haydn; solo for flute, Boehm; intermezzo from ballet "Naila," Delibes; "On Away! Awake, Beloved! Coleridge-Taylor; La Chasse, from "The Seasons," Tschakowsky.

The Roxbury high school program is as follows: Overture, "Jubel," Weber;

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## WATER COMPANY TO RAISE MONEY

WICHITA, Kan.—For the purpose of borrowing more money, which attorneys for the company say will be spent in making improvements in Wichita, the Wichita Water Company has been reorganized and a new charter granted under the laws of the state of Delaware. The new company, with a capital stock of \$2,000,000, was granted a charter by the Kansas state charter board recently. The reorganization cost the company \$100,000, of which was a capitalization fee and \$27,500 charter fee.

## AMUSEMENTS

## Roosevelt

## Progressive Republican

## RALLY

## Letter from Roosevelt

## SPEAKERS:

## SENATOR MOSES E. CLAPP

## GOV. STUBBS of Kansas

## EX-GOV. FORT of New Jersey

## COL. DOHERTY Will Preside

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## SUNDAY EVENING, MARCH 3 AT 8

## PENSION FUND CONCERT

## BY THE

## Boston Symphony Orchestra

## MAX FIEDLER, Conductor

## SOLOIST GERHARDT

## ELENA

## Program: Tschakowsky's Pathetique Symphony; Nutcracker Suite; Overture "1812"; Wagner-Songs with Orchestra; Schumann-Songs with Piano.

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## Monday Morning, March 11, 1912, at 11 o'clock

## Tickets \$1.00 and 50c

## JORDAN HALL

## MONDAY AFTERNOON, MARCH 4, AT 3

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## Piano

William Francis McDonald  
226 N. Craig St.  
PITTSBURGH, PA.

Leschetizky and  
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## Telephone

Your advertisement to 4380 B. B. or, if preferred, a representative will call to discuss advertising

## REAL ESTATE

## WE OWN AND OFFER

## For Sale or Exchange

A charming corner house on Beacon Street.

Large house on south side of Commonwealth Avenue.

Large house on waterside of Bay State Road.

New house with ten rooms and four bathrooms on south side of Bay State Road.

Also the most attractive residential property in Cambridge, closely adjacent to the College and new Subway. Fine large house in highly restricted neighborhood.

Beacon Street, Brookline, 8-apartment house, valued at \$70,000, in first rate condition.

Any of these estates will be exchanged on an equitable basis for other property.

## FULL COMMISSION PAID TO BROKERS

Apply to owners

J. Sumner Draper & Mark Temple Dowling  
16 STATE STREET

TEL. MAIN 3756

MUCH EXPENSE SAVED  
BY LUMBER INSPECTION

TACOMA, Wash.—Lumber inspected in 1911 exceeded that of the previous year by 133,467,323 feet, according to the annual report of the Pacific Lumber Inspection Bureau, which covers the territory of British Columbia, Washington and Oregon, maintaining branch offices at Tacoma, Aberdeen and Portland.

The territory is divided into seven districts, each district in charge of a supervisor, in addition to which a chief supervisor covers the entire territory. The bureau is a consolidation of the Pacific Lumber Inspection bureau and the Oregon & Washington Lumber Inspection bureau, which consolidation was effected just prior to the amalgamation of the Pacific Coast Lumber Manufacturers Association, the Oregon & Washington Lumber Manufacturers Association and the Southern Lumber Manufacturers Association.

CONGRESS TO USE  
UNIQUE GAVEL

NASHVILLE, Tenn.—The gavel to be used by the southern commercial congress in Nashville April 8 to 10 is being prepared by Ladies Hermitage Association. It will be made of hickory from a tree planted by Andrew Jackson in Nashville.

The Nashville meeting of the congress comes just 100 years after the beginning of the war of 1812, in which Andrew Jackson took such valiant part, and just 50 years after the battle of Shiloh in Tennessee.

At Atlanta last March the gavel used by the congress typified a new union of the South, there being in the head of the gavel 16 pieces of wood, each piece contributed by the commissioner of agriculture of the state represented and all the pieces together grouped around a piece from West Virginia.

The handle of the gavel was made from a piece of an elm from the White House grounds in Washington, the tree having been planted by John Quincy Adams, the New England President.

UNION CITY SITE  
OFFERED ATLANTA

ATLANTA, Ga.—Following the plan started a short time ago by members of the Chamber of Commerce, who advocated purchasing 1000 acres of land and offering it as free sites in order to induce manufacturing plants, to come to Atlanta instead of going to other places where such advantages were granted, the citizens of Union City, through their mayor and council, have offered the land to Atlanta, subject to certain terms.

The citizens of that section, even as far as Fairburn, consider themselves as suburban residents of Atlanta, and believe that within the next 10 years they will be incorporated as citizens of Atlanta.

At present there are several towns on the car line between Atlanta and Fairburn, which is at the end of the trolley line, these being East Point, College Park and Union City.

RESTRICTIONS FOR  
OYSTERS SOUGHT

PASS CHRISTIAN, Miss.—It is alleged that at Biloxi and Bay St. Louis, under regulations of the oyster law, there are certain restricted limits in which dredging is prohibited, and such reefs are reserved entirely for the tongs and local people who are engaged in the raw shipping business.

At Pass Christian, where the largest reef in Mississippi is located, there are no restrictions whatever as to dredging and the local oyster people are now making an effort to have a small part of the reef lying near the shore reserved for tongs, so that the shippers and fishers at this place will be treated the same as those at Biloxi and Bay St. Louis.

It is proposed by those at the head of the movement to send a delegation to Jackson to lay the grievances of the people here before the committee on fish and oysters, and to have that committee informed as to the conditions before it reports on the recommendations made by the Mississippi oyster commission.

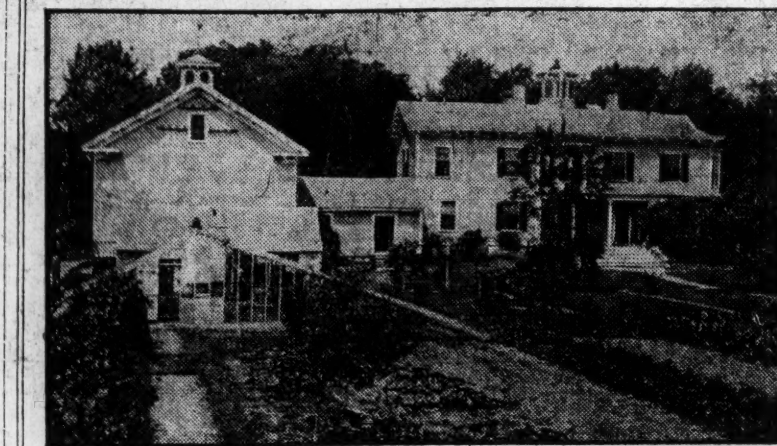
MASONIC APRON  
A VALUABLE RELIC

The Masonic apron worn by George Washington when he was a member of the order in Philadelphia is probably the most precious garment of its kind in the world, says the Philadelphia North American. This apron is in the possession of the Masonic lodge at Leroy, McLean county, Pa.

The numerous emblems of Masonry are embroidered over the small piece of silk. At the top, there is a flap, upon which is embroidered an eye with a many-pointed star. Below appears an altar of black stone, with two pillars of blackened stone, surmounted with a globe on each side. To the rear of the altar is an open Bible, showing the Gospel of St. John, with a rule and compass across the pages. Two candles are on each side of the book and one above.

There is no data, unfortunately, concerning the identity of the person or persons who embroidered the apron.

## REAL ESTATE



## Beautiful Country Estate

ALL THE COMFORTS OF A CITY HOME

FOR SALE—Large Colonial house, 14 rooms, 2 baths, open plumbing, fireplaces, hot water heat, large stable connecting all electric lighted; good sized greenhouse, about 6 acres land, and has one of the finest gardens in New England, surrounded by a 3/4 ft. stone wall; 5 min. from center of town containing normal school and academy; electric cars; door; and express train service. For further particulars write or address P. C. GURNEY, 19 Kilby st., room 1, Boston.

## NOTICE

TO BROOKLINE PROPERTY OWNERS

IF YOU HAVE PROPERTY TO SELL OR RENT, YOU SHOULD LIST IT AT MY OFFICE.

Why, Because I Have the most competent corps of salesmen, and during the last three years have Sold and Rented More Brookline real estate THAN ANY OTHER BROKER

IF NOT MORE THAN ALL OTHER BROOKLINE BROKERS TOGETHER.

RESULTS COUNT

I RESPECTFULLY ASK YOUR CONSIDERATION.

HENRY W. SAVAGE

1331 BEACON ST., COOLIDGE'S CORNER. Tel. Brookline 1508.  
129 TREMONT ST., BOSTON. Tel. Oxford 4150.

BY S. R. KNIGHTS & CO.  
75 TREMONT STREET, BOSTON.  
AUCTION SALE OF LAND IN  
CAMBRIDGEPORT

By order of the Bankruptcy Court, sale on the premises at 2:30 P. M., Tuesday, March 5, 1912, in Cambridgeport, near new subway entrance, bringing it within 5 minutes of Park street subway. This land suitable for storage, warehouse, manufacturing and other properties. If minimum price set by the Court is not obtained it will be sold in lots. Assessed \$42,000. Plans to be seen at office of S. R. KNIGHTS & CO., 75 TREMONT STREET, BOSTON.

By WILLIAM E. LITCHFIELD, Trustee.  
E. L. HILER, Atty., 35 Congress st., Boston.

ALBERT H. WAITT  
AND  
PAUL J. BURRAGE  
Real Estate Brokers and Agents

INSURANCE  
For Selling, Leasing and Managing Real Estate in the Newtons  
Agents for Alford Bros. & Co. in the Territory of Newton, Newtonville, West Newton and Auburndale  
MAIN OFFICE: 406 Centre St., Newton  
Telephone Newton North 374 and 375

## CAMBRIDGE

FOR SALE—Single house, corner location, best section of the city; 5 master's rooms, kitchen, laundry, large ice chest holds 1000 lbs. of ice, 6 master's bedrooms, 2 servants' rooms, cedar room for clothes, billiard room, fireplace throughout the house.

TO LET—Furnished house on Brattle st.; possession given Aug. 1; 4 master's living rooms, kitchen, laundry and drying room, 9 master's bedrooms, 2 baths, 3 servants' rooms, trunk room. Apply to JOSEPH CLARK, Harvard sq., Cambridge.

MORE STATISTICS  
FOR COTTON MEN

WASHINGTON.—The House committee on agriculture recently decided to incorporate in the agricultural bill, soon to be reported, a provision directing the census bureau to collect and publish in addition to cotton reports now being made, statistics of cotton bales exported monthly from the United States and to what countries exported, as well as cotton imported to the United States and from what countries.

The director of the census is also required to collect and publish the number of bales of cotton owned by cotton manufacturers of the United States.

Three bills were introduced on this subject—by Representatives Hedin, of Alabama, Oldfield of Arkansas and Lever of South Carolina, and the commissioner of agriculture adopted points from all the measures presented. The director of census thinks well of the proposition.

BOYS TO FORM  
POTATO CLUBS

NASHVILLE, Tenn.—T. A. Early, the government agent in charge of the Boys Corn Clubs in Tennessee, is watching the results of a movement in Cumberland county to have the schoolboys there grow potatoes instead of corn. The soil is adapted to potatoes.

Mr. Early said recently he was hopeful of seeing the movement spread through the mountainous sections of Georgia, North Carolina and Kentucky. Four hundred dollars in prizes is what the Cumberland county authorities are offering as an incentive to their juvenile farmers.

## A BUNGALOW

In wood or cement properly designed, makes an ideal home and is becoming more popular every day; my new book, "Building Plans for Modern Homes," 120 photographs and floor plans, postpaid, for \$1.00, gives sizes of rooms and cost to build; cent 1 will make plans and specifications; order, get bids and superintend the construction of any building anywhere; all orders receive prompt and careful personal attention; consultation free. FREDERICK H. GOWING, Architect, 18 Tremont st., Boston.

## High-Class Shore Farms For Sale

100 acres at South Dartmouth, Mass., one mile of shore.  
75 acres at South Dartmouth, Mass., one-half mile of shore.  
50 acres at Nahant, Mass., 1500 feet of shore.  
These properties are all well elevated and each commands an excellent view of the city and harbor. For further particulars address P. S. MACY & CO., 76-78 SMITH ST., NEW BEDFORD, MASS.

EXECUTOR'S SALE,  
EVERETT, MASS.

Assessed for \$3400, free and clear; in good condition; ways occupied; income from rent, \$140 a year. Will sell for \$3000. Address

J. B. LEWIS,  
101 TREMONT ST., BOSTON.

## OWN YOUR OWN HOME

MALDEN—\$20 down balance as rent, buy your own home. 15 rooms, each suite has porcelain bath, open plumbing, furnace heat, set tubs, fine yard, choice neighborhood, double lot, near churches, schools and electric; grand view; owner will sell for \$2000. Apply to HAY STATE COOP. ASSN., 15 Exchange st., Boston.

## FOR SALE

BARKIN—Very desirable all-year house, 1000 sq. ft., 12 rooms, 10 baths, 2 porches, 2-story house, double lot, near churches, schools and electric; grand view; owner will sell for \$2000. Apply to HAY STATE COOP. ASSN., 15 Exchange st., Boston.

## Country Farm Residence

28 acres, 25 in mowing and tillage; 2 1/2-story house, 11 rooms, 10 baths, 2 porches, 2-story house, double lot, near churches, schools and electric; grand view; owner will sell for \$2000. Apply to HAY STATE COOP. ASSN., 15 Exchange st., Boston.

## Winthrop Water-Front Residence

FOR SALE—One of the best houses in Winthrop, 10,000 sq. ft. of land and ownership, 10 rooms, 10 baths, 2 porches, 2-story house, double lot, near churches, schools and electric; grand view; owner will sell for \$2000. Apply to HAY STATE COOP. ASSN., 15 Exchange st., Boston.

ARTHUR W. TEMPLE  
REAL ESTATE AND INSURANCE

FOR SALE—Three-family brick house, best location in Back Bay, all improvements, yearly rental \$1350; make us an offer. FLEMING BROS., 1610 Boylston st., Boston.

## BUILDING LOT 48x120

On Huntington ave. Tel. 344 B. B.

## REAL ESTATE—KANSAS

LYON COUNTY, KANSAS  
There have been placed in my hands for quick sale 6 choice improved farms in Lyon county, Kansas. If you are interested in Kansas farm lands, look at these. L. R. CONWELL, 823 Commercial st., Emporia, Kansas.

## REAL ESTATE—NEW YORK

WILL SELL MY HOME IN GLENS FALLS, N. Y.  
As I am compelled to leave city, large lot, shade trees; on direct line to Lake George; bars or garage; all modern conveniences; particulars, CHAS. H. NEDDERICK, Jr., Glen Falls, N. Y.

## REAL ESTATE

**Fisher Hill**  
Brookline's choice section of individual homes.  
Large or small carefully restricted lots, 300 to 450.  
Desirable neighbors, every name their own terms of payment.  
Three houses now under construction. Plans shown and changes possible made to suit buyer. Prices \$10,500, \$13,800 and \$18,750.  
Location and price make this the best land in the whole Boston district.  
Plans and prices of JOHN D. HARDY, 10 High st., June, Summer, Boston, or of any broker.

**ROOFING AND REPAIRS ON ROOFS**  
can be done in a competent and thorough manner only by people who know their business and are responsible for what they do.  
If you want good work at reasonable prices call on us on the telephone, or write us, and we will send our foreman to inspect and estimate on what you need. Tel. 5152.  
E. B. BADGER & SONS CO.  
63 to 75 Pitts St., Boston, Mass.

Come Out to  
**READING**  
And See  
**BADGER**  
Reading Square,  
And Buy That  
Country Home

FOR SALE  
Summer Place On Buzzards Bay  
Five minutes' walk from Railroad Station. Lot 240 ft. x 104 ft. on hill overlooking Buzzards Bay; house, garage and pump house with gasoline engine for pumping water; house consists of large living room, about 35 ft. x 16 ft., wainscoted 5 ft., rough plastered above, beamed ceiling, large fireplace, 11 windows, dining room, butler's pantry, kitchen, linen closet and servants' room; lavatory in cellar; large front and rear piazzas fully screened; second floor, 4 bedrooms and bath, 1 bedroom with set bowl; large screened sleeping porch, all doors North; Arizona pine throughout; complete set of awnings for all 3 piazzas, and also for several windows; garage large enough for 2 large cars, and has small room for chauffeur. C. F. RICHMOND, 433 West Elm St., Brockton, Mass.

**YOUR ROOF**  
GRAVEL, SLATE AND METAL ROOF.  
ING, SHEET METAL WORK.  
SKYLIGHTS, VENTILATORS,  
GUTTERS AND CONDUCTORS.  
Special Attention to Repairing  
Artificial Stone Walks  
W. A. MURFELDT CO.  
161 Devonshire St., Room 1002.

Established 1836. Incorporated 1884.  
Telephone, Oxford 162.  
**JOHN FARQUHAR'S SONS**  
ROOFERS AND METAL WORKERS  
Slate, Gravel and Metal Roofing.  
Gutters, Conductors and Skylights.  
Special attention given to repairs of all kinds of roofing.  
DEALERS IN ROOFING MATERIALS  
Office 20 East Street, Boston, Mass.

## "OAKDALE FARMS"

This beautiful Southern Massachusetts property, overlooking the ocean, has been subdivided into small farms and bungalow lots: farms 3 to 10 acres at \$67 per acre; bungalow sites from \$20 to \$25 each. Cash or easy terms. Write for circular to CHAS. S. JEDKINS, Trustee, 935 Old South bldg., Boston. Tel. Main 325.

## NEWTON HIGHLANDS

This house has been kept right up to the dot; 8 rooms, bath, hardwood floors, Crawford range, furnace heat, cemented cellar, cement steps, perfect repair; price \$1200. An unusual opportunity. Reasonable terms.  
110 WALTON ST.,  
Phone Newton South 595-2.

## ABERDEEN DISTRICT

BEAUTIFULLY LOCATED, house, 10 rooms, 10 baths, 2 porches, 2-story house, double lot, near churches, schools and electric; grand view; owner will sell for \$2000. Apply to HAY STATE COOP. ASSN., 15 Exchange st., Boston.

## FOR SALE OR FOR RENT

A 20-ACRE FARM on Mount Desert Island, excellently adapted for market gardening, chicken-raising or berries; beautiful view of mountains and bay; cottage house and stable. ERNEST E. SMITH, Cotuit, Mass.

## FOR SALE OR TO LET

In Falmouth, Mass.—Cottage of 8 rooms in the repair, near beach.  
HUNTINGTON REAL ESTATE CO.,  
30 Huntington Ave., Room 208,  
BOSTON.

## WANTED IN MALDEN—House of 9 or 10 rooms, new car line, 1 1/2-story brick cottage in Englewood. Price \$3000; cash required \$200. Owner, 7115 Greenwood ave., Chicago. Phone Michigan 5381.

## CONCORD, MASSACHUSETTS

Real Estate for Sale and Houses to Rent.  
ERASTUS H. SMITH.

## FOR SALE

8-room house, on cor. lot, 3300 ft. land, gas and coal ranges, set tubs, improvements. Fine place to build tenement block and stores. Near cars. Price \$2500.  
GOOD INVESTMENT  
L. R. PITFIELD, 16 Henry st., Medford, Mass.

## REAL ESTATE—CHICAGO

FOR SALE—Modern 6-room, 1 1/2-story brick cottage in Englewood. Price \$3000; cash required \$200. Owner, 7115 Greenwood ave., Chicago. Phone Michigan 5381.

## APARTMENTS TO LET

THE PARK VALE  
15 Princeton Avenue, Allston  
READY FOR IMMEDIATE OCCUPANCY

The most attractive two and three-room apartments in Boston. Reception Hall, Kitchenette and Bath. All outside rooms. Twenty minutes to Park Street. Very near Hotel Princeton. Now open. Special representative on the premises.  
W. J. McDONALD, 98 Milk St.

## THE GLADSTONE

Accessible to all parts of Boston and suburbs. An exceptionally well run, large apartment house for permanent and temporary guests, with non-housekeeping suites now from 2 rooms, with bathroom, unfurnished or furnished and in the autumn housekeeping suites from 5 rooms. Excellent cafe. It is a first-class house, with modest prices. At 677 Dudley, cor. Magnolia and Alexander Sts. The Gladstone is 8 minutes from foot of Summer St. by street and 20 from its head by electric. Illustrated booklets, J. D. HARDY, 10 High St., June, Summer.

COREY HILL  
APARTMENTS  
1318 Commonwealth Ave.

One to three rooms, bath, kitchenette, reception hall, hot and cold water, steam heat, janitor service. Beautiful location. Brand new building not over 20 minutes from Park Street Subway. Apply on premises.

## SUMMER PROPERTY

NORTH SHORE ESTATE  
TO LET FOR COMING SEASON

MOST ATTRACTIVE FURNISHED MODERN HOUSE WITH OVER 1 1/2 ACRES OF LAND, on point, with uninterrupted views of bay and ocean. Six master's chambers and two baths, three servants' chambers and bath, stable or garage with man's suite. Fourteen miles from Boston. Photos and particulars of W. D. DEXTER, 50 Congress street, Boston.

## DANABURGH—MAINE

BUNGALOW TO LET, on banks of Danaburgh river; 5 rooms; large piazza; town view; piano; rowboat; \$100 for season. W. T. BARKER, State Street Trust Co., Boston.

## FOR MAINE SUMMER PROPERTY

ALL KINDS ASK GEORGE H. GRANT, 236 Old South bldg., Boston, Mass.

## FINANCIAL

## Portland, Oregon

LET ME TELL YOU WHAT INDUCEMENTS PORTLAND, OREGON, HAS TO OFFER FOR INVESTMENTS AND FOR LOANING OF MONEY.

## IVAN HUMASON

1004 YEON BUILDING  
WE CAN FURNISH CAPITAL  
FOR any legitimate business proposition that will stand thorough investigation; advice and consultation free; corporations organized under any state law. CORPORATION SECURITY CO., 185 Summer st., Boston. Brown bldg.

## 7% NET

We can loan your money for 7% net to you, secured by first mortgage on improved city property. Write  
CAUTHORN, McCRAW & CAUTHORN, Inc.,  
ABERDEEN, WASH.

## MISCELLANEOUS

## 10% OR MORE

From our system; over 20,000 in use. If you desire to increase your income, call HOLMES DISAPPEARING RED CO., 217 Old South bldg., Boston; Tel. F.H. 3436.

## REAL ESTATE MORTGAGES

BENJAMIN P. SANDS,  
1051 OLD SOUTH BUILDING,  
has money to loan on real estate at 5%.

## MONEY TO LOAN

MONEY TO LOAN on first and second mortgages; quick service. Apply P. O. Box 357, Wolcott, Mass.

## NEW ENGLAND FARMS

LELAND FARM AGENCY Weekly circular brings it. Dept. 78 P. F. Leland, 31 Milk st., Boston.

## Rent Your Summer Property

The Monitor foresees a great demand for shore, island and mountain property for the coming summer. If you wish to rent a farm or cottage why not write a brief—but complete—description of the property and nearby attractions, and place it in these columns? Three or four insertions should rent it to some of The Monitor's prosperous and reliable readers. The cost is 10 cents a line; six words to the line.

## ADVERTISING MANAGER

THE CHRISTIAN SCIENCE MONITOR  
Falmouth and St. Paul Sts., Boston, Mass.

## Telephone

Your advertisement to 4380 B. B. or, if preferred, a representative will call to discuss advertising

## APARTMENTS TO LET

THE PARK VALE  
15 Princeton Avenue, Allston  
READY FOR IMMEDIATE OCCUPANCY

The most attractive two and three-room apartments in Boston. Reception Hall, Kitchenette and Bath. All outside rooms. Twenty minutes to Park Street. Very near Hotel Princeton. Now open. Special representative on the premises.  
W. J. McDONALD, 98 Milk St.

BROOKLINE  
LONGWOOD DISTRICT

TO LET—Beautiful apartments of 6 rooms, bath and servants' room on 1st, 2d and 3rd floors; 3 rooms front and large open lot in rear; all sunny rooms; janitor service; continuous hot water and steam heat.  
COMMONWEALTH REALTY CO.,  
Chas. F. Dow, Agt.,  
Tel. 4184 Main Room 407, 53 State St.

## FURNISHED SUITES

1, 2, 3 or 4 rooms, private bath, kitchenette, elevator and janitor service. Steam heat, continuous hot water. \$15, \$18, \$20 per month. 706-708 Hunt ave. Tel. Brookline 2285.

## SMALL SUITES

ESPECIALLY ATTRACTIVE—2 rooms and bath, janitor and elevator service. Electric light, steam heat. Apply to janitor, 293 Mass. ave. or WILLIAMS & BANCROFT, 18 Tremont st., Boston.

## FURNISHED APARTMENT

6 ROOMS AND BATH, for season or year; excellent locality; near railway station; fine ocean view. Address: MRS. NORTON, 80 Summit ave., Winthrop Heights.

TO LET—1, 2 and 3 rooms, kitchenette and bath; steam heated; continuous hot water. Apply to E. J. LEWIS, 350 Huntington ave. Tel. 5. B. 1941-2.

BACHELOR'S APARTMENT  
Unfurnished. Brookline; 3 large rms.; bath; near Hotel Beaconfield, 813 Monitor Office.

TO SUBLET—Furnished or unfurnished apartment; four rooms, 103 Hemenway st., suite 1, Boston.

## FURNISHED APARTMENTS

TO LET—Nicely furnished suites of 3 and 4 rooms, all improvements. Apply to FLEMING BROS., 1610 Boylston st.

## ROOMS

ALLSTON—12 Elmwood st.—Room in private family; nice locality; electric lights, steam heat, hot water; man preferred. Tel. Brookline 4336-W.

GAINSBORO ST., 90, suite 2—Front room in clean, quiet home atmosphere; business person preferred. Tel. B. 900.

GAINSBORO ST., 90—Nicely furnished room; all conveniences; c. h. water. Tel. B. 900-M. Suite 4.

HYDE PARK, 53 SUMMER ST.—High class, well furnished room; rent for man and wife or two gentlemen. Breakfast and dinner if desired. Telephone Hyde Park 188-J.

NEWBURY ST., 9—Overlooking the Public Garden, lovely furnished rooms; tourists accommodated. Tel. B. 4218-7.

NEWBURY ST., 224—Well furnished rooms; nice quiet room for business people. Tel. B. 769-W.

## ROOM REGISTRY

HUNTINGTON REAL ESTATE CO.,  
30 Huntington Ave., Room 208

ROXBURY, 74 Cedar st.—Nicely furnished, well kept room; board and bath; for elderly lady or gentleman, where they can have every home comfort. Tel. Rox. 2195-4.

ROXBURY, 74 Cedar st.—Two well furnished connecting rooms; heated; very attractive; in nice locality. Tel. Rox. 2195-4.

ST. BOTOLPH ST., 120—Large sunny room, fireplace; tourists accommodated. MRS. TOWNE.



\*\*\*\*\***TELEPHONE**\*\*\*\*\*  
Your advertisement to 4380  
Back Bay, or, if preferred, a rep-  
resentative will call on you to

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TELEPHONE

Your advertisement to 4380 Back Bay, or, if preferred, a representative will call on you to discuss advertising

## SALES BY A

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Robinson, Florence; Riddle, H. L.; Robbins, Fred; Robson, A. A.; Roberts & Co., F. H.; Roberts Co., James; Robtson, A. A.; Rogers, Harriet; Romes Photo Studio, A. R.; Roscoe, Wm.; Roscoe, Dorothy; Rosen, Miss; Rose, Louis H.; Royal Binder Co., Russo, E. P.; Sampson, Minnie; Sanborn, C. R.; Sansone, Tony; Sargent, Wm. H.; Saunders, Beaf Co., Schaefer, J. Schell, L. Schmitt, L. Mrs.; Sears, E. S.; Sennet, John; Shearer, Wm. Z.; Scudder, Cecil; Shields, Geo. E.; Sherman, L. B.; Sherry, Thos.; Scott, Wm.

Kimmer, Arthur J.; Smith, Geo. C.; Loomis, Geo. C.; Smith, Wm. H.; Smith & Anthony; Snow, Chas.; Snow Iron Works, W. A.; Solcott, Alberta; Solomon, W. B.; Soper & Co.; J. E.; Spitz, I. G.; Springfield Breweries Co.; Stamp Savings Bank Soc. Variety Tins; Nellie; Standard Range & Stove Co.; Standard Hardware; Starbuck, Geo. A.; Starr, C. E.; Stafford, Adverse; Stearns, J. C.; Stearn & Co.; R. E.; Steere, Edward; Stebens, Henrietta; Stevans, Caleb; Mrs.; Stewart Co.; Story, David G.; Stowell Bros.; Souther, Meara Co.; Suffolk Chemical Co.; Sullivan Co.; Skinning, H. R.; Talmei & Co., Geo. N.; Tart, F.

[illegible]

Washington Skirt Co.; Wax Bros.; Weaver, F. & W.; Welbren Bros.; West, Bertha A.; Weller, Elias; Welch, W. P.; Wentworth & Co., Charles; West, Bertha A.; Wehrlein, John; Wheeler, M.; Whittemore, H. A.; Whitwell, Woodward; Williams, G. J.; Williams, Circus; Williamson, M.; Wilmore, A. B.; Wolf & Co.; Wolf & Co., James; Womans Journal; Woodward Co.; S.; Wright, Chas. Clifton; Young, Fred Grant; Zybzo, Z. D.

**BOSTON, HIGHLANDS, MASS.**  
 Ansell, S. H.; Platt, Robert; Robinson, John; Clifton, S. H.

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Wallace, Charles; Von Kleffer, Mdm.

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G. M. D.; Donovan, Fred.

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 E.; Idankowski, Leon; Livingston Candy  
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 J.; Ray, Angus; Ryther, N. D., Mrs.; Rich-  
 ardson, Rev.; Sec., Chamber of Commerce;

mart, Charles L.; Sheehan, William; Spill-  
 man, Harry C.; Stewber, E. W.; Stone, Ella  
 ; Tloucon, S.; Wyman, Mary; Marshall,  
 H.  
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 Michael; Peebles, Arthur B., Rev.

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 Elliott Mfg. Co.; Evans Musc Co.; Flitts Mfg.  
 Co.; F. E. Fletcher, Wendall; Friend Soap Co.

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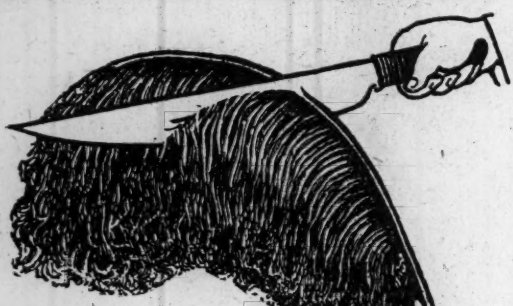


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RED GLOVE SHOP, 322 BOYLSTON STREET  
Your presence will be appreciated.

FRIENDS OF PARCELS POST LAY  
PLANS TO HASTEN LEGISLATION

WASHINGTON—In the House the committee on postoffice and post roads has arranged to attach two amendments to the postoffice appropriation bill in the interest of the parcels post. One will provide for a modified form of general parcels post and the other will provide for a rural parcels post, with provisions and terms differing somewhat from those attached to the first.

Both these amendments will be subject to points of order, for they do not come within the meaning of the Holman amendment, which permits "riders" on appropriation bills, provided they are in the interest of economy and decreased expenditures generally. Because of the threatened points of order, the friends of the two "riders" are planning to have the House committee on rules bring in a special rule under the terms of which they may be considered to a finality.

The House committee on interstate and foreign commerce for some time has been considering a bill introduced by Representative Adamson of Georgia, chairman of the committee, which relates to express companies and provides for fixing express rates in all parts of the country, based on the rates laid down in international parcels post regulations. This bill will probably be reported to the House next week, when there will be a clash between its friends and the friends of the two "riders" on the postoffice appropriation bill.

These bills represent the opposing express and postal systems as applied to the parcels post question and it is possible that the antagonism will be so great as to defeat both, so far as the present session of Congress is concerned.

Franklin K. Lane, of the interstate commerce commission and Representative D. J. Lewis of Maryland, the latter perhaps the greatest expert in the House on the parcels post question, recently appeared before the committee on interstate and foreign commerce, but were unable to tell the committee how the Adamson bill would work in actual practice.

They thought it possible that the bill might lower rates in some cases, but they also thought that it might raise them in other cases. No one connected with an express company appeared before that committee. Mr. Foss said that Secretary Meyer's plan of reorganization had been a failure, and that his evident intent was to build up the navy ashore rather than afloat.

SECRETARY MEYER  
PLAN CRITICIZED

WASHINGTON—Secretary Meyer and Representative Foss of Illinois, former chairman of the House committee on naval affairs, clashed at a hearing before that committee. Mr. Foss said that Secretary Meyer's plan of reorganization had been a failure, and that his evident intent was to build up the navy ashore rather than afloat.

He quoted figures intended to show that the number of officers on shore duty and the amount of pay to officers and men so detailed had increased, while the pay to the navy at sea had decreased.

Secretary Meyer did not question the figures, but resented the attack.

## JURY UNABLE TO AGREE

NEW YORK—The jury could not agree Friday in the case of Willis Vernon Cole, a Christian Science practitioner, charged with practicing medicine without a license. The jury was out an hour and a half, and stood eight for acquittal and four for conviction. Whether there will be a retrial rests with the district attorney.

ILLINOIS MINERS ASK RAISE  
SPRINGFIELD, Ill.—Illinois miners are demanding an average of two cents increase a ton of coal mined in addition to the 10 per cent increase asked by the International organization. A seven-hour day, as demanded by the organization, is also included in the agreement.

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made to match any suit at moderate prices.  
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Soft rubber hair curler. Ties curls, crimps, waves and puffs. No wire, comb or metal. Being soft rubber only, it is great for children's hair. At all stores or 25c a set by mail. Three sizes. Write for home agency plan.  
MERKHAM TRADING COMPANY  
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HANGAR TO BE  
BUILT AT POST

LEAVENWORTH, Kan.—Work began recently on the construction of a large aeroplane hangar at Ft. Leavenworth. It is being built near the rifle range on Merritt hill. The ground nearby is well cleared and is an ideal place for starting and landing. Brig.-Gen. James Allen, chief signal corps officer, has promised that two aeroplanes would be sent here by June 1.

Maj. Edgar Russell, commander of the signal school at Ft. Leavenworth, will have charge of the aviation work in connection with the school. The aeroplanes will be used to instruct officers in the work of observation, air scouting, map making and taking photographs from high altitudes.

FLAG FOR BRONX  
MEETS APPROVAL

NEW YORK—Borough President Miller of the Bronx announced Friday his approval of the borough flag adopted by the Bronx Beautiful Society, the Bronx Taxpayers Association, the Boy Scouts of the Bronx, the Bronx Improvement League and other prominent Bronx organizations.

The flag is a reproduction of the one first raised on the banks of the Bronx river, then known as Chigawank creek, by Jonas Bronck, the "Dutch discoverer." It is an orange, white and blue triangle, with the shield of the Bronx flag on the center panel.

BLOCK ISLAND LIGHT ASKED  
WASHINGTON—Representative O'Shaunessy has filed with the House resolutions recently adopted by the Rhode Island Legislature calling upon Congress to appropriate money for a modern lightship to be stationed off the north end of Block Island.

## WOMEN'S SPECIALTIES

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25 cents the tube.  
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A Quarter per bottle.  
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CLASSES DAILY  
Evening Tuesday and Thursday. Call or write for particulars.  
Bou Tou patterns of all kinds.  
MARTHA M. FLINT,  
500 Boylston St., Boston, Mass. (Agent)  
Tel. B. B. 4330.

**THE SHOPPING EXCHANGE**  
22 Mt. Vernon St., Boston.  
Tol. Haymarket 3739.  
Ladies who are too busy to do their own shopping may be relieved to know the services of an expert shopper are at their disposal. Send for booklet.

**The World-Famous McDowell Shirt Waist Patterns**  
50c Cut to your measure and Guaranteed a Perfect Fit. 50c McDOWELL'S, 25 WINTER ST., BOSTON, Room 516, 5th Floor, Take Elevator. Only Place of Its Kind in Boston.

**THE RENOVATING SHOP**  
Darning and mending for men and women. Gowns effectively restored. Rush work always on time. Embroideries and Stamped Goods, BENSON, 420 Boylston St., rm. 621.

**BUREAU OF ALTERATION AND SEW.**  
124-Cutting and making Custom Shirt Waists and Petticoats, 1084 Washington St.

**THE PILGRIM EXCHANGE**  
And Cake Shop  
118A TREMONT ST.  
A Woman's Exchange for Fancywork  
Home-made Cakes, Candles, Bread, Rolls and Table Dainties. Goods of superior merit taken on consignment and dispensed to consignors at reasonable rates. Orders taken for laces and Supplies for Afternoon Teas.  
Consignment of Specialties Solicited.

**SHIRT WAISTS \$1**  
Tailored skirts, \$1.50. Dresses, coat-suits, nurses' costumes, reasonable. A. M. OTIS, 35 Worcester sq., Boston.

**WOMEN**  
either buy or influence the purchase of most manufactured products. They are keen observers of intelligent efforts to supply their needs. Advertisements on this page run at our classified rate:

First insertion 12 cents a line; 3 to 25 insertions, 10 cents a line; 26 to 52 insertions, at least three times a week, 9 cents a line; 53 to 252 insertions, at least three times a week, 8 cents a line.

A multitude of careful, attentive and well-to-do home builders all over the world are waiting to cooperate loyally with advertisers on this page.

May we have you?

**WOMEN**  
THE  
WORLD'S  
BEST  
BUYERS



# Supplies for Women and the Home

## HOUSEHOLD NEEDS

## Highest Quality Gives Satisfaction



The Old **CANDO** SILVER POLISH

For your choice Silver, Gold, Jewelry, Cut Glass, China, etc. IT RESTORES THE LUSTRE WITHOUT INJURY. CANDO is the ideal Silver Polish, because it represents the highest standard of quality known to this age. The conservative and reliable manufacturer and dealer, whose statement you can rely upon, recommends and sells to you goods that have stood the test for quality and merit. Those concerns do not advocate cleaning preparations containing so-called electric acids which work magic upon your silver. Why? For the same reason that you cannot afford to use them. Thousands of dealers recommend CANDO. It is always reliable. Ask your dealer, and insist that you get CANDO.

PAUL MANUFACTURING CO., 36-40 Fulton St., Boston, Mass. Get acquainted with our Egyptian Deodorizer and Aerofume. Write for sample.

## HOUSEHOLD NEEDS

## Protect the Top of Your Dining Table FROM THE HEAT BY USING A Bunker Hill Asbestos Table Cover

Made to fit all sizes of tables. Made with removable slips; also extra leaves and mats of the same material. We carry a complete line of

### Everything in Asbestos

Including all kinds of Pipe Covering Material, and will be pleased to furnish men to apply the same. If the steam pipes in your house are not covered, let us show you that you are LOSING MONEY.

TURNER ASBESTOS CO., 251 Causeway St., Boston

## HOUSEHOLD NEEDS

## DOVER SAFETY ASH BARREL

BUILT TO BANG ABOUT The Barrel With the Heavy V SLAT

Patented May 28, 1893.



It Has Stood the Test for 20 Years

Many of the First Barrels Made Are Still in Service on the Streets of Boston

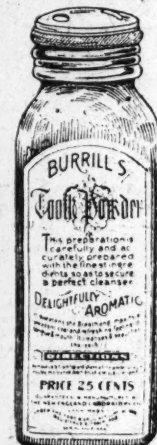
The SAFETY Barrel was the first Ash Barrel made with any V-Shaped Metallic SLAT

If you want the "SAFETY" BEST ask for the "SAFETY" Manufactured by the Originators of the Genuine Dover Egg Beater. For sale by

B. F. MACY 410 Boylston Street, Boston

## HOUSEHOLD NEEDS

Everybody Admires Beautiful Teeth



## BURRILL'S TOOTH POWDER

produces those beautiful white teeth that you always admire in the mouth of a friend.

PRICE 25c.

FOR SALE EVERYWHERE

Just say BURRILL'S and accept no substitute.

Guaranteed and manufactured by NEW ENGLAND LABORATORY CO. LYNN, MASS.

## HOUSEHOLD NEEDS

## HOUSEHOLD NEEDS

## The name "LACO" protects you

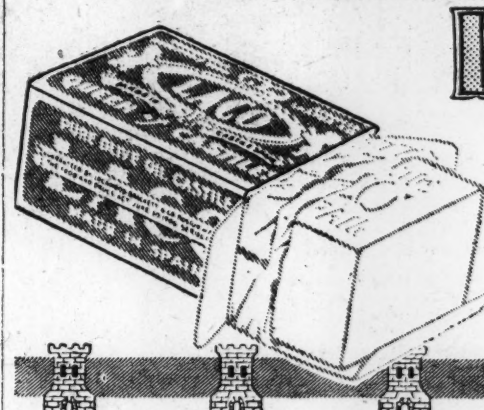
When you want an absolutely pure, highest grade castile soap, order LACO.

We have named it, and packed it in the royal blue box for your protection, so you can easily identify it. Insist on getting the genuine.

LACO Castile is imported directly from Castile, Spain. It is the richest in olive oil and the purest castile soap made—and pure castile is the best of all soaps.

Cut from the bar to a shape that fits the hand.

Get it at your druggist's or grocer's. If he hasn't it, send us his name and 10 cents for full size cake.



**LACO** Castile Soap

10c

6 Cakes 50c 12 Cakes \$1.00

LOCKWOOD, BRACKETT & O., Boston, Sole Importers

## MILLION TEXTBOOKS PRINTED, SAYS EXPERT

WASHINGTON—How many school textbooks are there? Counting separate titles, Dr. John D. Wolcott, librarian of the United States bureau of education, estimates that at least 1,000,000 have been published, and as many of these have been lost. Dr. Wolcott has just established a special textbook library in addition to the bureau's regular pedagogical library.

"My estimate as to the number of textbooks issued since the invention of the art of printing includes both school and college textbooks," said Dr. Wolcott Friday, "but does not include the works of races other than the white race. There is no way even to guess at the number of manuscript textbooks used by the ancients and the peoples of the east. This estimate, moreover, does not include separate editions or revisions of the same textbook. If we could figure works like the old Webster spelling book, which has run into hundreds of editions, on the basis of reprintings rather than of titles I should have to raise my estimate considerably."

"On looking into this subject of textbook publication I found that many important and at one time valuable works of this kind had disappeared, owing to the lack of means for their preservation, so I have established an additional library at the bureau of education, that is devoted to the collection and preservation of textbooks."

"This special library was founded about three months ago. Already it contains about 6000 volumes, nearly all of which represent the voluntary gifts of friends, the bureau having obtained the books with no greater outlay than the donors for the purpose of getting the books through the mails."

"While this indicates pretty rapid collection, at the same time we could continue at this rate of increase for 40 years before even approximately catching up with the aggregate number of textbooks produced, as the figure stands today."

"If it were possible to assemble at this moment one copy each of all the textbooks put out since the printers began work, the bureau of education would be the possessor of a library on this one subject alone that would be half as large as the library of Congress."

## WYANDOTTE Building Detergent

(Cleaning and Scouring Powder)

IT CLEANS But does not scratch or injure TILE, MARBLE, MOSAIC, RUBBER, WOODWORK, KITCHEN UTENSILS, ENAMELWARE, BATH TUBS, WASH BOWLS, FLOORS.

IT POLISHES BRASS, COPPER, TIN, STEEL, ALUMINUM.

IT REMOVES GREASE SPOTS from the marbles, RUST and other STAINS from the Enamel or Porcelain without scratching. INK, PAINT and other STAINS on the hands quickly disappear when Wyandotte Detergent is applied to them.

PACKED—5 lb. sacks, 35c. each; 75 lb. kegs, 5c. per lb.; 250-lb. bins, 4c. per lb.

QUALITY—PURITY—LUXURY HARRISON TRIPLE COMPANY, 57 Dorchester Ave. Extension, BOSTON, MASS., U. S. A.

## HAVE AN AEROFUME IN YOUR HOME

More than a million users recognize the high quality and remarkable efficiency of Egyptian Deodorizer and Aerofume for dispelling disagreeable odors. A luxury in the finest homes of the land; a necessity in the crowded apartments of our cities.

IT STAYS IN THE AIR and fills the house with its fascinating perfume. Delightful in sleeping rooms. Box of 16 Facilities with Holder 25c. If your local dealer cannot supply you send us his name and 25c. for a box.

Paul Mfg. Co., 36-40 Fulton Street, BOSTON, MASS. Makers of CANDO, the best Silver Polish.

## SAVE 33 1/3 % WE CAN SELL YOU

Heating Stoves, Ranges and Furnaces

direct from the manufacturer. Special discounts to Builders and Contractors. If you are about to build let us show you our heating apparatus. Quality and price second to none. See our new Gas-Coil combination ranges for apartments, a great saving.

THE TER. MIN. EXIGENCIES CO. 292-294 Franklin St., BOSTON, MASS. New England agents. Also agents for Rooster Coal Briquets.

## BOSTON PLUMBING and Lighting Supply Co.

Retail Sales at Wholesale Prices 147 Portland Street

## Seven-Piece Cooking Outfit

THE SEVEN-PIECE outfit shown by us is one of the best and biggest offers ever made of its kind. Seven pieces of enamelware; the low price and great value will surprise you. We invite you to call and investigate this offer. DUNDEE MFG. CO., 46 Chauncy St., Boston, Mass.

## L. C. STEVENS & CO.

UPHOLSTERS AND CABINET MAKERS WALL PAPERS AND AWNINGS 700 WASHINGTON ST., Cor. Beacon St. BROOKLINE, MASS. Tel. 1913.

## BAKERY

And Your Appetite Will Be Satisfied.

## "REINHARDT'S"

225 MASSACHUSETTS AVE.

## PIANOS

The selling price of a piano depends upon the cost of placing it before the purchaser. We have no salesmen, low rents and a large business, consequently LOW Prices. High grade Pianos for sale or to rent. OLIVER C. FAUST, 27 Gainsborough St., Boston, Mass.

## Fabriclene

Removes Stains.

Grease, Paint, Oil or Dirt from clothing, velvet collars, kid gloves and leather goods. Cleans the finest fabrics without injury or stain.

Fabriclene does its work quickly and well. Will not spread the spot or leave a ring. Large size tube 25c. postpaid, together with name of local dealer. Liberal terms to agents. FABRICLENE MFG. CO., 9 Doane Street, Boston

## 25c Will End Your Ironing Board Cover Troubles Forever

Patented in U. S. and Canada. If you do your own ironing you know what a bother it is to change covers—how hard it is to sew or tack on the new cover and get it tight and smooth. Quick Catch Clips do away with all tacking and sewing. Fit any board. Enable you to change covers in half a minute. Last indefinitely. Hundreds of thousands of women use them—and a woman was the inventor.

Send 25c. in coin now, before you forget THE IRONING BOARD CLIP CO., Station B, Cleveland, O. A few good agents wanted.

## IF YOU want different Gas appliances than the

## GAS CO.

sell

## BUY OUR GOODS

Backus Heater Sales Co.

HENRY F. COTTELL, Mgr. 63 BROAD ST., BOSTON, MASS.

## S. SIMONS

Full Style BOOTS and SHOES Low rent makes low prices. Boots and shoes to order. 140 MASSACHUSETTS AVE., Boston. Near Fenway Postoffice. SPECIALTY ELITE SHOES.

## Window and Door SCREENS

Made to Order

## F. COOPER

31 Lancaster Street, Boston

## Delicatessen

LIGHT LUNCH and HOME COOKED FOOD.

ANNIE MOONEY, 60 Falmouth St., Boston.

## MUSICAL INSTRUMENTS

MASON & HANLIN LISTS ORGAN FOR SALE—Have bargains for church or society. J. R. COLPITT, 353 Massachusetts Ave., Boston.

## FURNITURE REPAIRING

WE HAVE a department devoted to repairing and renewing reed, rattan, willow and antique furniture. NEW ENGLAND REED CO. 11A Green St., Boston, Mass.

## HIGHEST QUALITY



LOWEST PRICE

## UDNIT

Wearing Rubbers The Shoe Polish Powder. Will not DRY does no harm UP or FREEZE. A package makes enough polish to SHINE A PAIR OF SHOES ONE YEAR (a coating lasts 1 to 2 weeks or more). The whole family's shoes, black or tan. NO PASTE. WON'T SMUT. Longer time between coatings. So many more shines in a package (equals ten 10c bottles). Price 25c. Box 91H.

Satisfaction or money back.

CHAS. FRENCH PERRY, BANGOR, ME.

## WATER SUPPLY and Electric Lighting

No elevated tank to freeze or leak. Tank located in cellar. 60 lbs. pressure. Furnished with Hand Gasoline or Electric Pump. Ideal Fire Protection. Electric Lighting Plants at prices within the reach of all. Write for Catalogue 37. Lunt-Mess Co., 43 S. Market St., Boston.

## Bargains in Used Instruments

Cecilian Mahogany Player ..... \$75 Mahogany Pianola ..... \$69 Mahogany Angelus ..... \$75 Miller Square Piano ..... \$25 Weber Upright Piano ..... \$175 Homer Upright Piano, nearly new ..... \$195 Easy terms if desired.

## TELE-ELECTRIC CO.

405 BOYLSTON STREET

## CAMERAS and SUPPLIES

Developing and Printing "We have every facility for doing prompt, uniform and high grade work. Every care is taken in developing to obtain the best results. Our prices, too, are remarkably reasonable. Send for our new developing and printing price list. Mailed on request."

Ralph Harris & Co. 20-30 BROMFIELD ST.

## HARDWOOD FLOORS

FINE HARDWOOD FLOORS ALL KINDS, THIN and THICK. OLD FLOORS RENOVATED. W. J. DAY & CO., 42 CANAL ST.

## PLUMBING

McMAHAN & JAMES PLUMBERS, GAS AND STEAM FITTERS

Competent men ready for emergency called. Locks opened. Keys fitted. Bells and Electric Lights repaired. Give us a trial. Tel. 420 B. 37. 22 MASS. AVE., BOSTON.

## SHOE REPAIRING

ALL HAND WORK; satisfaction guaranteed; work called for and delivered. N. E. SHOE REPAIRING CO., 262A Mass. Ave. Tel. B. B. 3556-W.

## Let Your Silver Clean Itself



No rubbing. No dirt. No soiled fingers.

## Silvabrite

FREE ON APPROVAL

Will do the whole thing in less than a minute. Will make your silver look as it did when new. And it saves your silver. By a chemical electric process it removes the black or oxidation and restores the most tarnished piece of silver to its original condition. Only the dirt is removed, the silver is not affected.

We send "Silvabrite" without any money from you.

Use it for ten days, and if satisfaction is not yours, return it to us. We will refund the price, \$1. Other-wise return it without paying a cent.

A. J. S. Wanted.

Milton Chemical Co.

174 Sixth St., Cambridge, Mass.

## THE KROEGER PIANO

FOR THE REFINED HOME

Pelton Piano Co. 168 Tremont St., Boston Sole Boston Agents.

A Fine Line of Player-Pianos Information cheerfully given at our sales rooms.

## FLAVORING EXTRACTS

TO FLAVOR PASTRY FOOD deliciously use SAUGH'S FINE FLAVORING EXTRACTS: vanilla, lemon, etc.; 13 highest awards and medals.

## B. & M. FORMS A FIRE DEPARTMENT

Department of fire claims is being established by the Boston & Maine railroad. It will cooperate with property owners along the 2200 miles of right of way to check the annual fire loss.

E. A. Ryder, clerk of the corporation, is to be commissioner of the new department, reporting to Vice-President Byrnes. The change is a promotion for Mr. Ryder. A. B. Nichols succeeds Mr. Ryder as clerk of the corporation.

Vice-President Barr leaves within a few days for a four months' trip through the West and Southwest, and Mr. Byrnes will take charge of the road's operating department during that period.

## WASHED COAL GIVES MORE HEAT

LAWRENCE, Kas.—By a system of washing coal, students at the University of Kansas have found that more heat can be obtained from the material. A coal washing plant has been instituted at the university by the department of mining.

Two students washed a ton of coal. One hundred and sixty pounds of refuse was taken from this coal and the remainder produced more heat than a ton of unwashed coal, and burned without leaving any clinkers.

The clinkers which form on the grates shut off the draft and much of the efficiency of the coal is lost. The process of coal washing is based on the fact that pyrite and shale, being heavier than coal, will fall faster through water.

## PUBLICITY CLUB OF WOMEN HOLDS FIRST MEN'S NIGHT

That honesty is the advertising watchword was emphasized by speakers at the first men's night of the Boston Women's Publicity Club at Hotel Thorndike last night. Dinner was served to about 50 guests.

Mrs. George B. Gallup, the president, spoke of the object, to promote honesty in advertising as a protection for the home, and said she was receiving communications from all over the country. Chicago is about to have a similar club.

George W. Coleman, president of the Associated Advertising Clubs of America, spoke of honest and efficient advertising. He and P. F. O'Keefe, vice-president of the Pilgrim Publicity Association, spoke of the coming national convention of the Associated Advertising Clubs in Dallas, Tex.

Herbert S. Houston of New York spoke on advertising, saying in part:

At the head table were Mr. and Mrs. Gallup, Mr. and Mrs. Coleman and Mr. Houston. Among those present were Mr. and Mrs. Percy D. Wells, Mr. and Mrs. F. T. Monroe, Mrs. Joe Mitchell Chapple, Mr. and Mrs. Ernest H. Pierce, Mr. and Mrs. O'Keefe, Miss Anna F. O'Keefe, P. Newton Merrill, Miss Mary Caroline Crawford, Mr. and Mrs. Charles T. Cahill, C. E. Lawrence, Mrs. Percy J. Evans, Mr. and Mrs. Donald M. MacArthur, Mr. and Mrs. W. Frederick Murray, Miss A. E. Tidd, J. S. Jones, Mrs. Jane L. Burland, A. Corbett, Mr. and Mrs. Frank L. Brown, Mr. and Mrs. Frank H. Howe.

## COURT AWARDS FULL SHAW TAX OF \$274,842 TO BOSTON

Boston is entitled to retain a tax of \$274,842.68 imposed on the whole estate of Quincy A. Shaw which was in the hands of Francis C. Welch et al., executors, on April 1, 1910, while the other municipalities that imposed taxes on the interests of the beneficiaries living in their jurisdiction must abate the same, as follows: Beverly \$73,174.50, Brookline \$30,697.70 and Milton \$10,236.75. Such was the decision of the full bench of the supreme judicial court handed down Friday.

All four municipalities claimed taxes for the year 1910 from the estate. Feb. 1, 1910, the executors transferred to themselves as trustees the estate then in their hands. "This was the basis of the claim of the outside municipalities. In August, 1910, the executors filed their final account."

Boston claimed that there could have been no distribution legally until the executors' account had been allowed, which was in November, 1910.

## NEW YORK STATE MAY OBTAIN AN ART COMMISSION

ALBANY, N. Y.—Formation of a state art commission is the aim of a bill introduced by Senator Saxe and Assemblyman Brooks of New York. The members are to be the Governor, the president of the Albright art gallery of Buffalo, the president of the Albany Historical and Art Society, the president of the Metropolitan Museum of Art, the president of the Brooklyn Institute of Arts and Sciences, the state architect and five appointees of the Governor. These five must include one painter, one sculptor and one architect.

No work of art is to become state property until it or its design and its proposed location have been approved by the commission. If the commission fails to decide within 60 days after such a work has been submitted, its decision shall be unnecessary.

Members of the Paul Revere Association.

## SETTLEMENTS URGED TO TURN OUT FOR LAST LOOK AT ART EXHIBIT

As the loan exhibit of the native arts of Boston's foreign population closes next week, a special effort will be made at the settlements to get those who have not visited the art museum to go. Since the exhibit was opened three weeks ago, many children have been taken to the museum by settlement workers to see folk dancing and music.

The last of such programs will be given this afternoon. It will include Greek dancing by children from the Greek school on Winchester street, a Greek story by Mr. Iatros, dancing and singing by eight Greek young men, Syrian music, singing and dancing by members of the Syrian clubs of Denison house, and a sword play by two young men. The program has been arranged by Mrs. Gertrude Tebbutt.

In the Art Museum at 2:30 p. m. tomorrow under the auspices of the Boston Social Union Dr. Arthur S. Cooley will deliver a stereopticon lecture on "Greece." The last lecture in this series will be given March 10 by Dr. George W. Tupper, who will speak on "Poland and Lithuania."

Two singers from the Boston opera company, Mlle. Eloise Gagneau and Alfredo Ramello, assisted by A. Gietzen, who plays the viola in the Symphony orchestra, and Mrs. Carolyn King Hunt, pianist, will give the program at the Parker Memorial Sunday afternoon concert. This will be the last concert this season. Admission 10 cents.

At the North End Union George W. Penniman will deliver a stereopticon lecture on "The Southwestern Wonderland" tonight. Tomorrow night at the civic service house a literary and musical program will be given under the auspices of the Mazzini Educational Club. Dr. Rocco Brindisi will be the principal speaker.

Under the auspices of the Boston music school settlement a free concert will be given Friday night at the civic service house at 8 o'clock. The soloist will be Mme. Marie Sundelius. On Thursday night the Wage-Earners orchestra will play the incidental music at an entertainment at Jordan hall.

At the Social Service house on Wednesday night Carol Merriam will give a travel talk on "Scotland—Scott and Burns." On Thursday night B. M. Preble will give a talk on "Fine Points in Running."

## BETA THETA PI MEMBERS MEET

Members of the New England Association of Beta Theta Pi are holding their thirty-first annual convention here. The meeting began in the Hotel Vendome Friday afternoon with about 125 present.

The delegates represented Amherst, Bowdoin, Boston University, Brown, Dartmouth, University of Maine, Wesleyan and Yale. Guests came from Syracuse and University of Pennsylvania.

Frederick H. Lawton, Boston University '02, was toastmaster at the dinner Friday night. The speakers were Edward A. Adams, Brown '12; St. John Perett, Harvard '12; Daniel S. Howard, Pennsylvania '02; Joseph J. Donahue, Dartmouth '08; John Eastman, Amherst '02.

On Friday night the Senior Dramatic Club of the Ruggles-street neighborhood house will present "The Little Princess" at the South End industrial school. The play will be under the direction of Miss Margaret Shipman. There will also be singing by a chorus of small boys from the industrial school. The program will be especially for members of the Child Welfare League.

At South Bay Union at 4 o'clock on Monday afternoon there will be a meeting of the Junior Municipal League, at which the members will receive the league buttons to be worn as emblems of their interest in helping to make Boston a cleaner city. At 2:30 Thursday afternoon there will be a junior baby party.

Members of the Paul Revere Association.



*The advertisements upon this page are inserted free and persons interested must exercise discretion in all correspondence concerning the same.*

[illegible]

## SITUATIONS WANTED—MALE

## SITUATIONS WANTED—MALE

**YOUNG MAN** (18) wishes position of any kind will go out of town if necessary. **IRVING F. FOGLE**, 14 Church River rd., Cambridge, Mass.

**YOUNG MARRIED MAN**, experienced pattern leather shops, also as plumber and electrician, desires position in town. **WALTER OLSON**, 60 Salem St., Woburn, Mass.

**YOUNG MAN** (American), kitchen, general housework or attendant; good money, capable and reliable, city or country small wages. **CARL FAY**, general delivery, Boston.

**YOUNG MAN** (17) wishes position of help of any kind of business. **ISRAEL ROSENBERG**, 223 Elm St., Everett, Mass.

**YOUNG MAN** (20) wants position of desire work of any kind must like or side work or in hotel. **DENNIS F. MANN**, 122 Elm St., Cambridge, Mass.

**YOUNG MAN** (22) desires position of sales position with large concern in sales and advertising department; will go to any city. **WALTER J. BURNETT**, 35 Mt. Auburn St., Cambridge, Mass.

**SITUATIONS WANTED—FEMALE**

**ACCOMMODATOR**—Cooking wanted by capable German Protestant girl by the day or week. **JOSEF K. KREMER**, 100 Mt. Vernon St., Boston.

**MERCANTILE EMP. AGENCY**, 579 Massachusetts Ave., Cambridge, Mass. Tel. 2-2100.

**ACCOMMODATOR** wife 5 days a week

**BOOKING**—of any general work; see experience and reference. HARVARD SQ. FINE ARTS BLDG., 13 Boylston st., room 23, Cambridge.

**AGENCY** Wanted—lively young woman of good appearance, intelligent, ladies' novel gowns or fairs; agency for clothing and millinery. Address: Mrs. MRS. GUYDOR, 707 Broadway, New York City.

**AMBITIOUS AMERICAN LADY** wish position; will exchange services for room and board; some time required for situation. Write to: Miss MARY ANN HARRIS, Harvard Sq. P. O. Cambridge, Mass.

**ASSISTANT**—Neat, bright young colored woman wishes position in dentist's office. Write to: Miss MARY ANN HARRIS, Harvard Sq. P. O. Cambridge, Mass.

**ASSISTANT**—Middle aged woman, P. Boston, wants position as assistant at light housework, companion to care of child; her references are: E. CHRISTOPHERSON, Concord sq., Boston.

**ASSISTANT BOOKKEEPER** and of other clerical duties. Write to: Miss MARY ANN HARRIS, Harvard Sq. P. O. Cambridge, Mass.

**ASSISTANT BOOKKEEPER** desires position in office or mail order department in Salem or vicinity or Boston; no type writing necessary. Write to: Miss MARY ANN HARRIS, Harvard Sq. P. O. Cambridge, Mass.

**PITCHER**, 29 Williams st., Salem, Mass.

**ASSISTANT**—Lady with excellent penmanship and bookkeeping knowledge.

handmaster in exchange for room and kitchen privileges. Answer by letter to **MISS LANGLEY**, 23 Belvidere st., suite 4, Boston.

**ASSISTANT**—Smart American woman wishes employment by day or hour; no experience. **MRS. J. C. JOHNSON**, 10 Randolph st., Boston.

**ASSISTANT BOOKKEEPER** (resident) **Weymouth, R. I.**, single; mention **2000** in answer. **W. J. BROWN**, 1000 Washington st., 2nd floor, **Boston**; tel. **CH-2960**.

**ATTENDANT**—**28** **ATTENDANT** wishes position to care for elderly couple, or to assist in family on farm. **MRS. J. K. BATTORF**, 24 Laurel st., **Boston**.

**ATTENDANT**, experienced, middle-aged, wishes position; capable of taking full charge; willing to travel; references. **Mrs. HEAL**, 391 George st., New Haven, Conn.

**ATTENDANT** wants position; best references; will assist in housekeeping. **MISS L. M. L. ALLEN**, 1000 Washington st., **Boston**.

**ATTENDER**, 54 Copeland st., Roxbury, Mass.

**ATTENDANT** (English, New York trained) wishes position as domestic chambermaid. **L. E. WALKER**, care **MRS. J. C. BROWN**, 148 Gray st., **Boston**.

**ATTENDANT**—HOUSEHOLD ASSISTANT—**28** **ATTENDANT** with experience. References. **MRS. E. A. ALLEN**, 57 Clarendon st., Roxbury, Mass.

**ATTENDANT**, first-class Maidlen, age 28.

ATTENDANT wishes position; woman  
retirement and education; references. MR  
ALFRED L. LALSI, 39, Woodbine  
Roxbury, Mass.

ATTENDANT wishes position; willing  
help with housework. DIWA BJORKNER  
100, 10th St., Boston, Mass.

ATTENDANT. Catholic Protestant would  
like position as attendant for elderly lady  
not objecting to nursing. Address  
MRS. M. B. BERR, 233 Brattle St.  
Cambridge, Mass.

BEAVER wants position in cotton mill  
or factory. Address: Newton 1638, MT  
Central St., room 38, Lowell, Mass. To

BOOKKEEPER (d. e.) and cashier, several  
years' experience, wishes position  
near or near home. References. MT  
BENSON, 35 Pineckey St., Boston.

BOOKKEEPER desires position; over 10  
years' experience. References. EDITH A  
HAPLEY, 82 Crystal Cove ave., Winthrop

BOOKKEEPER (d. e.), thoroughly ex  
perienced, also stenographer, wishes po  
sition in or near Boston. MISS LEMIR  
100, 10th St., Boston.

BOOKKEEPER and stenographer, res  
ides Roxbury, age 28, single, good  
references. Address: 100, 10th St., Boston.

EMP. OFFICE (no fees charged), 8 Knee

[illegible]

CASHIER or telephone operator, 21, resident  
Walpole, single, awaits no offer, men  
only, 1974, 100% charged, 3000  
ICE (no fees charged), 8 Kneeland st.  
Boston, Tel. CASHIER 2960.



For a free advertisement write your "wants" on separate piece of paper and attach it to blank at top of page 2.

# Classified Advertisements

The advertisements upon this page are inserted free and persons interested must exercise discretion in all correspondence concerning the same.

SPACE IS NOT GIVEN ON THIS PAGE TO ADVERTISEMENTS FOR PERSONS WANTED TO HANDLE GOODS ON COMMISSION OR TO ADVERTISEMENTS SOLICITING BUSINESS PATRONAGE

## BOSTON AND N. E.

### SITUATIONS WANTED-FEMALE

CASHIER and office assistant, residence Roxbury, age 25, \$6-\$7, mention 6847, STATE FREE EMP. OFFICE, no fee charged, 8 Kneeland st., Boston, Tel. OX 2900.

CASHIER and office assistant (residence Malden, 20 single, \$8-\$10, mention 6847, STATE FREE EMP. OFFICE, no fee charged, 8 Kneeland st., Boston, Tel. OX 2900.

CHAMBER GIRL wants position in summer hotel, experienced, mention 1623, CITY EMP. OFFICE (help furnished free), 35 Central st., room 38, Lowell, Mass., Tel. 2638.

CHAMBER MAID and laundress, very excellent references, MISS BAGLEY'S EMP. OFFICE, 56 Boylston st., Boston, 2, Boston, 2.

CHAMBERMAID (German) wishes position, or will act as nursemaid in household assistant in small family, CATHERINE BRICKNER, 2 Chauncy pl., Charlestown, Mass., Tel. 2638.

CHAMBERMAID wishes situation; will do plain sewing; best of references; Protestant, MARY LEWIS, 3276 Washington st., Boston, Tel. 2638.

CHILD'S ATTENDANT—Capable English girl; best of references; city or country; also Swedish second maid. Apply to MISS KING, Emp. Office, 629 Washington st., Boston.

CLERICAL—Young woman with some experience in publishing house wishes employment, or would accept position as cashier, KATHARINE MARBLE, 382 Newbury st., Boston, Tel. 2638.

CLERICAL position desired by young lady of refinement; good German, mention 1623, CITY EMP. OFFICE (help furnished free), 35 Central st., room 38, Lowell, Mass., Tel. 2638.

CLERKS desire positions, Tel. Fort Hill 3834, Address REV. G. F. DURGIN, pastor, Broadfield st., Boston (Working Girls Club).

COLLEGE GIRL would like to take children out to walk in the afternoon; Bark Bay district preferred, MISS KING, 629 Washington st., Boston.

COMMERCIAL TEACHER, wide experience, wishes position; anywhere in New England, W. V. KING, River st., Bethel, Vt.

COMPANION-HOUSEKEEPER—Position desired by lady of refinement, with references, MRS. ALICE G. ARMSTRONG, Bright and Main sts., Wattham, Mass., Tel. 2638.

COMPOSITOR, thoroughly experienced on book and newspaper work, also some experience as proofreader, wishes position; references given, MISS HELEN JACKSON, 100 W. Brookline st., Boston.

COOK, first-class, would like position in private family, references, MRS. ALICE G. ARMSTRONG, Bright and Main sts., Wattham, Mass., Tel. 2638.

COOK and second—Two capable girls want positions together; best references, MERCANTILE EMP. AGENCY, 570 Massachusetts ave., Cambridge, Mass., Tel. 2638.

COOK—Reliable girl desires position at cooking in private family, references, MERCANTILE EMP. AGENCY, 570 Massachusetts ave., Cambridge, Mass., Tel. 2638.

COOK and second—Two capable girls want positions together; best references, MERCANTILE EMP. AGENCY, 570 Massachusetts ave., Cambridge, Mass., Tel. 2638.

COOKS, first and second, want positions in summer hotels; will go anywhere, mention 1623, CITY EMP. OFFICE (help furnished free), 35 Central st., room 38, Lowell, Mass., Tel. 2638.

COOK AND SECOND GIRL (Swedish) would like positions together; references, SWEDISH EMP. BUREAU, 5 Fayette st., Boston, Tel. 2638.

COOK AND SECOND MAID (Swedish); 2 young women with excellent references, MRS. BELL, Emp. Office, 32 Fayette st., Boston.

COOK and WAITRESS, Swedish, desires positions; waitress capable of taking butter place; best of references, MRS. A. BENSON, Emp. Office, 30 Pleasant st., Boston.

COOK AND SECOND MAID (Scotch) Protestant; desire positions together; will go anywhere; can furnish best of references; call or phone BROOKLINE VILLAGE EMP. & REF. BUREAU, 129 Washington st., Brookline, Mass.

CROCHETER, experienced, wants employment, MRS. E. CLANCEY, 11 Brentwood rd., Exeter, N. H.

DAY WORK wanted by colored woman in or out of town, or laundry to take home, MRS. HARRISON, 609 Shawmut av., Roxbury, Mass.

DAY WORK wanted in or out of town, MRS. A. JONES, 674 Shawmut av., Boston.

DAY WORK wanted by reliable, competent Protestant woman; or would do general work, MISS A. ANDERSON, 60 Birch st., Roslindale, Mass.

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## BOSTON AND N. E.

### SITUATIONS WANTED-FEMALE

GENERAL WORK wanted by the day; cleaning or washing; go anywhere after 9 a. m., MRS. W. H. LYONS, 1 Wolcott st., Boston.

GENERAL WORK, washing, ironing and cleaning wanted by the day, or laundry to do at home, MRS. MARY SHAW, 5 Florence st., Boston.

HOUSEKEEPER or matron position wanted by capable woman; references, MERCANTILE EMP. AGENCY, 570 Massachusetts ave., Cambridge, Mass., Tel. 2638.

HOUSEKEEPER—Competent elderly woman wishes position as housekeeper, attendant to elderly couple, or caretaker for house; wages moderate; references, MRS. J. A. MARTIN, 429 Main st., West Haven, Conn.

HOUSEKEEPER—American woman would like position as housekeeper for 2 people in an apartment; please answer by return mail, MRS. E. HATCH, 151 W. Newton st., Boston, 2.

HOUSEKEEPER'S POSITION wanted by an American woman in family; references, MRS. E. HATCH, 151 W. Newton st., Boston, 2.

HOUSEKEEPER (23) wants position; good references; will go anywhere; mention 1623, CITY EMP. OFFICE (help furnished free), 35 Central st., room 38, Lowell, Mass., Tel. 2638.

HOUSEKEEPER—Vishish position as housekeeper or attendant in elderly person's home; MISS FLORENCE HADLEY, 287 Broadway, Everett, Mass.

HOUSEKEEPER, experienced, wishes position as housekeeper or attendant in elderly person's home; any position of trust; well recommended; disengaged March 1; Boston or suburbs, MRS. J. ANSON, 20 Juliette st., Dorchester, Mass.

HOUSEKEEPER, Protestant American, wants position; neat, reliable, economical, capable of doing all housework; references, MRS. W. H. MULLIKIN, 181 Sydney st., Dorchester, Mass.

HOUSEKEEPER—Refined American woman would like position as housekeeper in elderly couple or small private family; experienced, best of references, H. E. SHER, 100 W. Brookline st., Boston.

HOUSEKEEPER—Lady wishes to go to the country as housekeeper for elderly person. Mention 1647, CITY EMP. OFFICE (help furnished free), 35 Central st., room 38, Lowell, Mass., Tel. 2638.

HOUSEKEEPER, superior in cooking, desires position; references, MRS. ALICE G. ARMSTRONG, Bright and Main sts., Wattham, Mass., Tel. 2638.

HOUSEKEEPER—Smart American woman wishes position as housekeeper for elderly couple or small private family; references, MISS ALICE DOVETT, 10 Andrews pl. (off East Canton st.), Boston.

HOUSEKEEPER, experienced, excellent cook, wishes position; reliable; best references, MRS. L. LEACH, 4 Courrier pl., Dorchester, Mass.

HOUSEKEEPER—Trustworthy, faithful, experienced, capable of full charge, desires position; references, MRS. ALICE G. ARMSTRONG, Bright and Main sts., Wattham, Mass., Tel. 2638.

HOUSEKEEPER, experienced, excellent cook, wishes position; reliable; best references, MRS. L. LEACH, 4 Courrier pl., Dorchester, Mass.

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## BOSTON AND N. E.

### SITUATIONS WANTED-FEMALE

MANAGING HOUSEKEEPER wants position in small hotel or private family; best references, MRS. R. B. HILDER, 143 Rocky Hill ave., Boston, Tel. 2638.

MATRON, residence Malden, age 35, Al ref.; wants an offer. Mention 6821, STATE FREE EMP. OFFICE (no fee charged), 35 Central st., room 38, Lowell, Mass., Tel. 2638.

MATRON, age 35, residence Malden, mention 6821, STATE FREE EMP. OFFICE (no fee charged), 35 Central st., room 38, Lowell, Mass., Tel. 2638.

NEAT, capable, down East cook and second girl, best of references, city or country; wages moderate; references, MRS. J. A. MARTIN, 429 Main st., West Haven, Conn.

NURSEMAID—Young girl wishes position to help care for child and be generally useful about house, MARY C. SHAW, 5 Florence st., Boston.

OFFICE ASSISTANT—Protestant girl, 20, would like position in or near Boston; best references, MRS. J. A. MARTIN, 429 Main st., West Haven, Conn.

OFFICE ASSISTANT—German girl, also able to do English work, wants position. Phone Haymarket 40 or write M. P. PERRY, 44 Chambers st., Boston.

OFFICE ASSISTANT—Position wanted in Cambridge by young Protestant girl; has knowledge of stenography; will start for Cambridge, 44 Chambers st., Boston.

OFFICE OR SECRETARY'S WORK—wanted in Boston by well-educated, capable typewriter; dictation to machine or from dictaphone; neat, efficient; references, ELIA D. COOK, Bay State Trail, Boston.

OFFICE WORK, typewriting and cashing (residence East Boston, 191); good references, 88-87, mention 6849, STATE FREE EMP. OFFICE (help furnished free), 35 Central st., room 38, Lowell, Mass., Tel. 2638.

ORDER COOK wants position; good references, will go anywhere, mention 1635, CITY EMP. OFFICE (help furnished free), 35 Central st., room 38, Lowell, Mass., Tel. 2638.

PIANIST wants position for summer; will go anywhere, mention 1634, CITY EMP. OFFICE (help furnished free), 35 Central st., room 38, Lowell, Mass., Tel. 2638.

PIANO TEACHER desires employment; would go as tutor for young pupils few hours per week; references, MRS. R. G. GEORGE, 100 W. Brookline st., Boston.

PROFESSOR, experienced, seeks situation for tuition in or near Boston; willing to revise or read copy, JENNIE SCHUBARTH, 28 Bigelow st., Cambridge.

SALES WOMAN, office assistant, wishes position; references, 2 years' experience in retail store, MRS. J. A. MARTIN, 429 Main st., West Haven, Conn.

SALESWOMAN or general office work, desires position; references, 2 years' experience in retail store, MRS. J. A. MARTIN, 429 Main st., West Haven, Conn.

SEAMSTRESS—Experienced woman wants employment family sewing and children's work; references, MRS. ALICE G. ARMSTRONG, Bright and Main sts., Wattham, Mass., Tel. 2638.

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## BOSTON AND N. E.

### SITUATIONS WANTED-FEMALE

WRITING—Lady wants employment; all part time, MISS PEARL BROWN, 61 Boston st., Boston, Tel. 2638.

YOUNG WOMAN, at present employed as maid, wishes position in restaurant, ANNA ROMERO, 101 Somerset, Commonwealth av., Boston.

YOUNG MAN (19) wishes employment in firm where he can make himself generally useful; references, MRS. ALICE G. ARMSTRONG, Bright and Main sts., Wattham, Mass., Tel. 2638.

YOUNG MAN (25), good references, desires position; business advantage, with opportunity to learn and advance; references, HARRY O'BRIEN, 221 W. 104th st., New York.

YOUNG MAN (28), various experiences, seeks employment; side-camp preferred; references, MRS. ALICE G. ARMSTRONG, Bright and Main sts., Wattham, Mass., Tel. 2638.

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## LOUISIANIANS, RECLAIMING ALLUVIAL GROUND, ARE SEEKING TO ATTRACT MORE PEOPLE

Agricultural Development on Broader Scale When Lands Are Made Ready for Cultivation

### CAMPAIGN STARTED

Railroads Stand Ready to Cooperate in Drainage Plans—New Orleans Key to the Situation

THROUGH irrigation of the arid zones of the Southwest millions of acres of soil has been reclaimed and is now bringing wealth to the farmers of that section of the United States. By draining the swamps and overflow lands that constitute the alluvial prairies of Louisiana, public-spirited citizens of that commonwealth now anticipate a new agricultural development in the southeastern part of the country.

Too much water in a given locality is a condition almost as difficult to combat than too little, but in view of the fact that reclamation is the aim in both instances, agents who have been especially identified with western irrigation projects have enlisted in the move for bringing the Louisiana marsh lands under cultivation.

The National Drainage Congress is to meet in New Orleans in April. Preliminary to that event, those interested in the Louisiana proposition for the reclamation of the wet regions have begun a campaign which already has included numerous meetings. At the instance of E. L. Chappuis of the Crescent city, several largely attended banquets have been held of late, and at these "alluvial feasts" the project has been given over in all its details.

At a recent "alluvial" gathering Mr. Chappuis told the assembled bankers, merchants, editors, engineers and civic workers generally, how he had managed to bring the project into shape, and how the experiment of developing the St. Bernard parish had been so successful that it promised the same for the greater territory under consideration.

### Want New Englanders

"Now, I want to tell you where the men and the women who are to buy our drained and accessible 10-acre farms are to come from," said Mr. Chappuis. "Last summer I spent four months in New England in the factories, in the factory settlements, in the homes of the factory employees—among the French Canadians—the greatest lovers of the soil on the American continent. It was in the country around Boston. I knew these people were there, a million of them. I found, as I expected to find, that most of these people were living in the hope of saving enough money to buy a farm, to get back to the soil, the soil that drew their ancestors to America; the soil that drew the Aradians to Louisiana.

"And, as I expected, I also found that these people were saving up to buy garden lands around them. Such lands cannot be bought at less than \$1000 an acre, and even then they will produce only one crop each year.

"I talked with their leaders, told them of the bottomless alluvial soil of Louisiana, of the ease with which our lands may be drained, of the system of navigable canals, all leading to the harbor of New Orleans, which we install as part of each drainage unit."

Speaking of what he believed the reclamation would do for the city of New Orleans itself, Mr. Chappuis continued:

"If we view the development going on around us in a spirit of lethargy, if we continue to believe the wonderfully favorable location of New Orleans will force commerce our way and forever secure trade control to us and to our children, we will learn to our sorrow, as we have learned in the past, that the choicest plums will fall into the mouths of others.

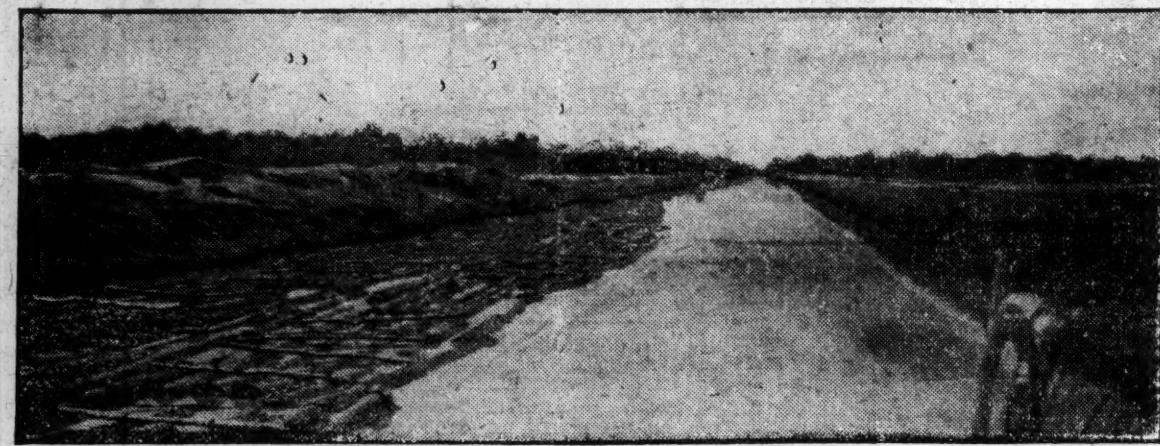
"I am now speaking of the policy New Orleans and her people are to pursue toward the development of the hundreds of thousands, yes, the millions of acres of land around the city, the land nature has created out of the soil as a storehouse for the use of man, the richest soil in the best climate of America, the most productive land on earth, the land that must supply food for tens of millions of people during centuries to come, all so located as to give New Orleans, her bankers and her merchants the key that will open the door to the greatest profit-paying industry, the greatest wealth-producing nation the earth has ever known."

### Railroads to Cooperate

At another gathering held under the auspices of the Forum, Edmund T. Perkins, president of the National Drainage Congress, was one of the speakers. Mr. Perkins outlined the movement in general, referred to the meeting of the congress next April, and read a number of letters from United States senators, who predicted that the New Orleans gathering would go far toward making the country acquainted with reclamation in general.

The address of W. J. Park, the vice-president and general manager of the Illinois Central railroad, proved one of the conspicuous features of the gathering, because the presence of Mr. Park indicated that the railroad would cooperate to the fullest extent. A plunger in the movement for reclaiming the wet lands of Louisiana, Mr. Park has always taken a solid stand for the development of the state.

After describing the less attractive



Canal running through alluvial lands in Louisiana—Type of navigable waterways that are opening up valuable territory

features of the country in question, how the conquering of American territory had been replete with romance and how among European writers Dickens had been very unfavorably impressed by what he saw of the swamp lands of the United States, Mr. Park spoke of the drainage possibilities.

"The permanent organization of the National Drainage Congress in New Orleans, April 10 to 13, 1912," he said, "will be a factor of great potentiality in the redemption of land that is waste because it is too wet. The congress is already a body composed of sterling, determined men from every state of the Union, who have taken as their motto, 'Drain the swamps, make homes on the land.' Its membership will increase until the demand will be so insistent that our nation's legislators will enact such laws as will reclaim land so rich in fertility that it has been denominated 'thoroughbred land.'"

### Reclamation Possibilities

George H. Maxwell of Pittsburgh in an address said:

"Within the borders of Louisiana are 9,000,000 acres of swamp and overflow lands capable of reclamation. When reclaimed the land must be colonized and

intensively cultivated as are the lands of Holland and Belgium.

"Under such cultivation these reclaimed lands will yield an average net product for sale in the markets of the world of much more than \$100 an acre. A man who 'knows how' can get rich on five acres of such land. The problem is threefold:

"First—Overflow prevention.

"Second—Drainage.

"Third—Training in agriculture as contradistinguished from agriculture.

"The lands must first be protected in seasons of exceptionally high water. Then they must be drained and then finally they must be colonized under a system that will combine with the sale of the land a training of the settlers in the intensive cultivation of a very small tract to diversified products and the marketing of those products.

"Each branch of the problem is easily capable of solution, and the solution of all three of them means an enlargement of the productive area under intensive cultivation in Louisiana alone of over 10,000,000 acres.

"That in turn means a total annual production of agricultural wealth, of food that the world needs and will trade

its gold for in exchange as fast as you can produce the food of more than \$1,000,000,000 a year.

"It means \$1,000,000,000 dollars in money rolling into this one state of Louisiana every year from the sale of the food products from its reclaimed lands.

"It means a population of more than 10,000,000 people in Louisiana to make a home market for every conceivable manufactured product; to buy goods in the stores; to build good roads; to contribute to the development of the state; to uphold New Orleans and every other city and town; to further traffic for railroads and steamboats; to support educational systems; to do everything that makes for civilization and the progress of the human race; 2,000,000 people in New Orleans.

"The pioneer work has all been done. The West has blazed the way by its marvelous accomplishments in the way of reclaiming the arid region. Let the lower Mississippi valley unite with Pittsburgh on the east and San Francisco on the west and the most difficult part of the whole problem, the control and regulation of the flow of the Mississippi river, will be accomplished."

## GOODROADS ADD TO EDUCATION AND INTELLECT, SAYS R. E. TOMS

WACO, Tex.—Before the Texas mothers' congress, which recently met here, R. E. Toms, United States highway engineer, delivered an address on the value of good roads to a community in the improvement, they wrought in the schools. Among other things Engineer Toms said:

"The advantages of improved roads have been carefully computed and estimated in dollars and cents, and so enormous have they been found to be that they present a convincing argument for their improvement. The pecuniary benefits, however, sink into insignificance when compared with the social, moral and intellectual advantages—advantages which cannot be measured by any monetary standard, but must manifest themselves in the elevation of our citizenship and the moral and intellectual advancement of our people.

"Improved roads have a good influence, because they permit an easier intercourse between the people in the cities. They facilitate rural freetravel, whereby the farmer is able to receive his daily papers and magazines and keep in touch with the social, political and commercial activities of the nation. They develop a better racial and intellectual condition by bringing the people in close touch with their schools and churches.

"Most of our cities and towns have good streets and driveways which facilitate business and recreation and bring the schools and churches within easy reach of all. Contrast this lot of the country child on his way to school in winter with that of his city cousin with only a few blocks of paved street to walk. The country child must leave home an hour or more before school opens in order to be there on time. The roads are usually not in good condition in the winter.

"The report of the United States bureau of education shows that in the year 1909 there were 24,000,000 children in the United States of school age, but that only 17,500,000 were enrolled in the public schools. Several million children are deprived, for one reason or another, of obtaining an education, and I have no doubt that a large number are prevented from attending school on account of bad roads.

"In Massachusetts, Connecticut, Rhode Island, Ohio and Indiana, states which have a large mileage of improved roads, the average attendance of enrolled pupils during the year 1908-09 was 80 per cent, while in Alabama, Mississippi, Arkansas, South Dakota and Georgia, states which are conspicuous for bad roads, the average attendance for the same year was only 64 per cent.

"That improved roads would revolutionize our country school system there would seem to be no doubt. The era of the remote, barren, one-room schoolhouse has passed, and they are rapidly giving place to the consolidated rural school. This means the merging of a number of schoolhouses, giving us a more complete, better equipped and altogether more attractive social and educational institution.

"The campaign for the abolition of the one-room schoolhouse is a campaign for the development of a nation. You, as an association, to much better advantage than the individual, are in a position to disseminate information regarding the value of improved roads

and cooperate with other organizations in creating a demand for their improvement.

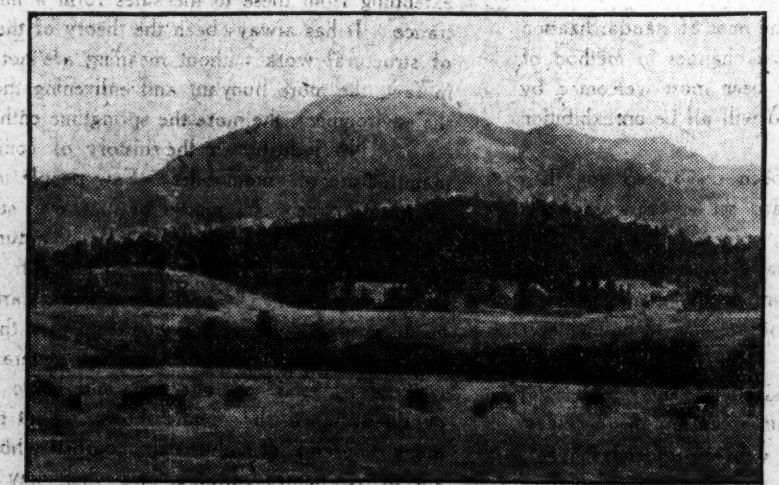
"The results that have been accomplished by the various civic organizations in beautifying our cities and transforming waste places into attractive parks, bear evidence of what can be done by the contrast and tireless efforts of the mothers and daughters of our country, and when such organizations as these, undismayed by indifference and undaunted by lack of means, direct their energy and attention toward the betterment of our public roads it will be a question of time alone, until the 'mind road' will be a thing of the past."

**PRINCIPALS SOCIETIES COMBINE**  
PITTSBURGH—The Pittsburgh Principals Association and the Allegheny Principals Club were combined at a joint meeting recently. The Pittsburgh body had 35 members, while the Northside organization numbered 24.

**LANCASTER, PA., SEEKS ROAD**  
HARRISBURG, Pa.—A committee for the Lancaster Chamber of Commerce recently called upon the state highway commissioner to request early work on the construction of roads in the vicinity of that city.

## OREGON'S TREASURE VALLEY

Beauty of Scenery Makes Upper One of the John Day River Particularly Attractive to Travelers



Upper valley of the John Day river in Oregon; the scene of fine harvests of fruit, hay and grain

**PRAIRIE CITY, Ore.**—If one searching for the "Treasure Valley," described by Goldsmith in his "King of the Golden River," should cross the rugged Strawberry spur of the Blue mountains and come suddenly upon the upper valley of the John Day river in Grant county, this state he might feel that there ended his travels. There in a perfect mountain setting lies one of the most beautiful valleys one could hope to find. It is the scene of beautiful harvests of fruit, hay and grain.

Nearly half a century before the coming of the railroad a few people from the South established their homes in this valley, drawing comfortable incomes from

the deep, rich soil. Since then irrigation facilities have been provided for the convenience of the farmers. Quantities of gold have been washed from the soil and the gravel of the mountain streams, and the opinion prevails that large bodies of this metal still lie unmined beneath the earth's surface.

Beauty of landscape is, however, the valley's principal asset. Near its head, in a splendid pine woods, nature has placed side by side two large springs—one bubbling with the fumes of sulphur, the other refreshing and pure. There the farmers of the valley bring their families to while away summer hours in friendly intercourse.

## HOW SOME STATES LEAD OTHERS

California Ahead in Gold and Petroleum, Iowa in Butter, New York in Cheese and Texas in Turkeys—Kentucky's Fine New Capitol

WHEN the Monitor dealt with Kentucky in its "Story of the States" some time since, it gave a picture of the historic Kentucky State House. Today it presents a view of the fine new capitol, in Frankfort, erected at a cost of \$1,820,000, including \$60,000 for land, \$190,000 for terrace and landscaping, \$90,000 for power plant, \$100,000 for heating, lighting and electrical fixtures, \$45,000 for metal file cases, vaults, etc., \$142,000 for furniture, carpets, marble floors, mural paintings, etc., and \$82,000 to the architect, Frank M. Andrews.

The face-work of the building is Indiana limestone, and the Vermont granite base rests on a concrete foundation. The outer walls are ornamented with 70 Ionic columns, all monoliths, 27 feet 10 inches tall and weighing 18 tons each. From east to west the total length of the building is 403 feet; depth of central part of building, through the vestibule, 180 feet; diameter of rotunda, 57 feet; height of dome from terrace floor to top of lantern, 212 feet. There are 274 rooms in the structure. Entering the grounds at Todd street is an avenue 300 feet wide, with a beautiful grass plot in the center, while macadam driveways and concrete walks run along each side.

There are three entrances to the building, one facing east and one at the west, while the principal doors face the north. The pediment over the north entrance is richly sculptured and adds greatly to the appearance of the capital. The heroic figure in the center represents Kentucky, standing in front of a chair of state. Her attendants are Progress, History, Art, Plenty and Labor. An agricultural aspect is introduced by groups of cattle and horses and at one end are two Indian figures, recalling pioneer days. The outer vestibules are of Indiana limestone, but the interior walls are of Georgia and the floors of Tennessee marble.

### Lincoln Statue a Gift

The dome is modeled after that of a famous French structure. The floor of the rotunda is composed of several kinds of marble—light Italian, blue and pink Tennessee and verde antique—while the walls are of Georgia marble. In the center of the rotunda, under the dome, on a massive pedestal of green marble, rests a bronze statue of Abraham Lincoln, 14 feet from base of pedestal to top of statue, presented to the state by J. B. Speed of Louisville at a cost of \$20,000.

The corridors, stairways and nave show elegant finish. The nave has 36 monolithic Vermont granite columns and its lunettes are ornamented with oil paintings treating of early events in the history of Kentucky.

The governor's apartments are on the second floor. The state reception room is one of the most beautiful in the building, the design being of the Louis XIV. period. The chambers of the Senate and House of Representatives are finished with scagliola, the former in imitation of the Siena and the latter the Numidian marble. Each member is supplied with a roll-top mahogany desk, with individual electric light and call button for summoning pages. The reception and retiring rooms are luxuriously fitted up.

The historical society has apartments on the first floor, where are displayed the portraits of all but six governors of the state, as well as of Boone, Kenton and other distinguished Kentuckians, articles of historic interest, manuscripts, etc.

### States That Lead

Supplementing the state series of statistics, it may be of interest to give some comparative facts regarding the various commonwealths, as set forth in the latest census report. New York surpasses all in population, but Nevada leads New York and even Massachusetts in the amount of money it spends per capita for the education of its school children.

Pennsylvania is next to New York in population and has been second in rank ever since the first census was taken in 1790, says Arthur I. Street in the New York Tribune. The Keystone state is distanced by California in the output of

## NEW KENTUCKY CAPITOL, FRANKFORT



This fine structure, with its grounds and furnishings, represents an outlay of nearly two million dollars

petroleum, and by North Dakota in the estimated amount of coal resources. Pennsylvania is first in the output of cherries; yet California leads the nation in the matter of oranges and lemons and is at the head in the output of peaches, plums, pears and sugar beets. New York distances it on apples and on potatoes.

Not even Colorado or Alaska can wrest the supremacy from California in gold output. Alaska did stand at the top in the gold business for awhile, but it has fallen back into third place, and Colorado keeps the second rank.

California has the most French people, The Swedes and Norwegians give Minnesota the lead on their nationalities. The largest number of Danes is found in Iowa; the Belgians flock most largely to Illinois, as do also the Bohemians and the German Poles. Massachusetts has the palm for Portuguese, Pennsylvania for Russian Poles, New York for Russians and Ohio for Austrians. New York leads in Irish and Germans.

Georgia has the largest number of negroes, and makes the largest amount of sugar, molasses and syrup. Texas boasts Georgia on cotton by more than 60 per cent.

North Carolina's tax rate per \$1000 of property and per inhabitant is lower than in any other state. The highest tax rate per \$100 of property is in Nebraska, where it amounts to \$5.27, against \$1.15 in North Carolina. And the highest tax rate per capita is in Colorado, where it amounts to \$19.34, against \$2.04 in North Carolina, and an average of \$9.22 in all the states.

New York has the largest wealth, but its tax rate is about \$2 less than that of Colorado. New York has the largest amount of indebtedness, but the largest indebtedness per capita is in Massachusetts.

Massachusetts retains its fisheries supremacy, Virginia being next in rank; Washington, the home of the salmon, comes up strongly, but yields third place to New York. Florida leaves all other states in the shade in production of resin and turpentine.

Iowa outranks all its sisters in the amount of butter, chickens and eggs it produces. Texas produces more fowls other than chickens—turkeys, for example—than does any other commonwealth. In dairy line, other than butter, New York holds the palm, producing far and away the most milk and most cheese. Iowa is second in milk product, but Wisconsin is second on cheese.

Rhode Island has 508.5 people to the square mile, thus leading the list of states in the matter of density of population. Nevada, with only seven tenths of a person to the mile, stands at the lower end of the table giving these facts. Second in the density list, Massachusetts supports 418.8 people to the square mile. New Jersey 337.7, Connecticut 231.3, and New York 191.2. The other states possessing more than 100 to the mile are Pennsylvania 171, Maryland 130.3, Ohio 117, Delaware 103 and Illinois 100.7. Wyoming, Arizona, Montana, New Mexico,

Idaho, Utah, Oregon, North Dakota, South Dakota and Colorado all have fewer than 10 to the mile.

### Where Four States Meet

An amusing tale has appeared in print about a man without a state. His ranch is stated to be at the meeting place of four states, Utah, Colorado, Arizona and New Mexico, and when he goes abroad he hardly knows with which state to identify himself. He is said to get up each morning in Utah, eat his breakfast in Colorado, which his wife has prepared in Arizona, and sit down to read his paper in New Mexico.

It is a fact that there is an intersection of two straight lines where the four states named come together. The place is not often visited, as it is not easily reached. The stone erected there by the government surveyors is on the top of a spur in the Carrizo mountains. The nearest railroad town is Mancos, Col., nearly 100 miles from "the four corners." The region was once densely populated by cliff dwellers, but now there are no human beings within miles. Several years ago the Navajo Indians destroyed the boundary shaft, and it was not replaced until last summer, probably because a long time elapsed before the authorities knew the first one had been taken out.

## BALFOUR-GUTHRIE TO IRRIGATE TRACT

STOCKTON, Cal.—The Balfour-Guthrie Company, who recently purchased a 12,000-acre tract on the Marsh grant near Brentwood, are back of a project which means irrigation for 11,000 acres of rich land on the west side, which will revolutionize farming conditions in the Brentwood, Byron, Knightsen and Oakley country in Contra Costa county.

The company plans to organize a separate corporation and form an irrigation district, the stock to be held by the company and the farmers along the line of the ditches.

The water will be taken from Indian slough, near Point of Timber, where there will be a big pumping plant. There will be two other big pumping plants in the system. It is intended to carry the water to the foothills and irrigate about 5000 acres of the tract and about 6000 acres of private farms.

Actual work will commence within a few months, with an idea of completing the system by July, 1913.

### ODD FELLOWS GAIN IN NUMBERS

INDIANAPOLIS—During the year 1911, the Odd Fellows in Indiana increased their membership 2382, bringing the total membership in good standing in this state up to 82,388, according to the figures in the annual report of Grand Master James L. Harmon, of Elkhart, and Grand Secretary W. H. Leedy, of Indianapolis, prepared for submission to the sovereign grand lodge.

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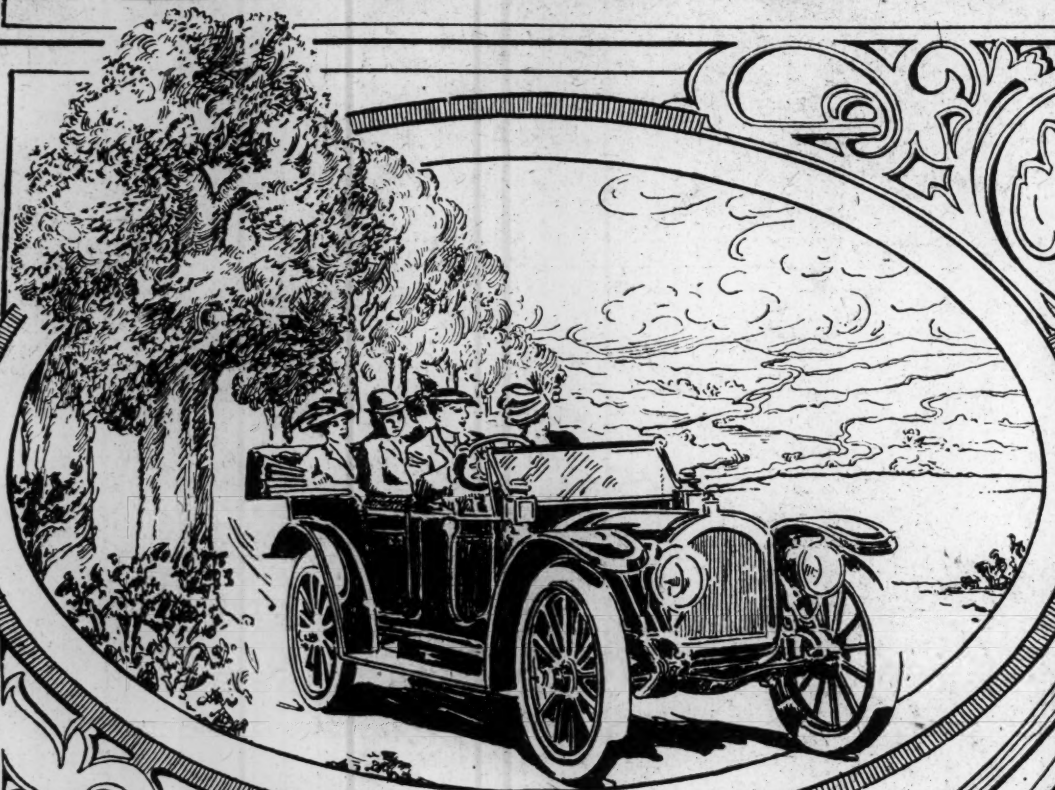
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BOSTON, MASS., SATURDAY, MARCH 2, 1912

# AUTOMOBILE SECTION



## BOSTON'S 10<sup>TH</sup> ANNUAL AUTOMOBILE SHOW • MECHANICS BUILDING MAR-2<sup>ND</sup> 9<sup>TH</sup> 1912

**W**ITH every nook and corner of Mechanics building filled by exhibits, the tenth annual automobile show of the Boston Automobile Dealers Association will throw open its doors to thousands of motorists at 8 o'clock this evening and Manager Chester I. Campbell has promised the public that this exhibit will be the biggest and finest one ever held in New England.

For the first time since the advent of the motor truck, the exhibit will be confined exclusively to pleasure vehicles and accessories and an exclusive show of trucks will be held in the same building beginning March 13 and ending the 20th. This departure was made necessary not only on account of the great growth in the motor vehicle during the past two years, but also on account of the fact that even such a large building as Mechanics was not large enough to house the many pleasure vehicles that are offered to the general public for their inspection this winter.

Never before has the demand for space in the pleasure vehicle section been as large as has been the case this winter. Despite the fact that the entire building will be devoted to them, Manager Campbell would have had little difficulty in providing exhibits for a considerably larger building could he have found such an one. These demands have not only come from manufacturers of cars already well known to New England motorists, but several cars that have never before been shown in this part of the country have sought space and some of them will be seen tonight for the first time in this city, and they are sure to receive special attention.

Many changes have been made in the motor car during the past 12 months and while they have already been shown to the public in shows in other sections of the country, the New England motorist is looking forward to this show with great interest. Coming as it does just at a time when the automobilist is looking forward to the time of year when he will do his motoring, it gives him a grand chance to see the many improvements that have been worked out since he bought his last car and helps him to select the car that will best fill his wants during the coming 12 months.

Cars of every type and price will be found among the exhibits from the little runabout to the high-powered touring car and the handsome limousine. Never in the history of the automobile industry have there been so many different makes of each type from which to make selections as is the case at the present time and the attendants at the various exhibits are looking forward to a busy week explaining the many features of their cars to the thousands who will want to learn about them from the purchasers' point of view.

While most of the improvements made have been along the lines of standardization and refinement, there are a number that have resulted in radical changes in method of operation. The self-starter is one of the new features that has been most welcomed by the automobilists and the different systems that have been adopted will all be on exhibition and will doubtless receive much attention from visitors.

Boston automobile shows in the past have always been celebrated for their decorations and this year's will be fully up to the high standard set in years gone by. With no less than 5½ acres of space in Mechanics building, some of it considerably cut up by unsightly posts, the task ahead of those who try annually to beautify the mammoth building is no small one. Not only has it been the desire of the management to make the surroundings pleasing to the eye, but it has worked with a view to having even the smallest details in perfect harmony with the ensemble.

The setting for this year's show is an old "English Garden Fete," and many hundreds of dollars have been expended by the management in procuring the necessary hedges, roses, illuminated festoons of colored lamps, vines and delicate trellises that will be used in carrying out this effect. All over Exhibition hall will be real box hedges, neatly trimmed, the hedges being imported for this purpose and specially prepared by a process that preserves them. The beauty of the dark green of the hedges will be intensified

by thousands of climbing rose vines, springing from behind the hedges and running up to the old English beams and plastic work which will completely conceal every one of the multitude of posts and girders for which this hall is noted. Nearly 15,000 square feet of scenic work will be required to give the beam effect alone.

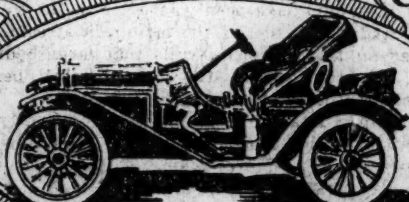
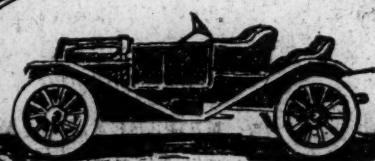
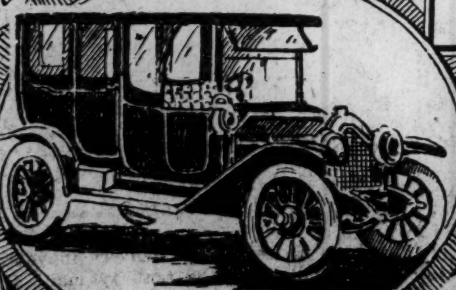
The main aisle will present a strikingly beautiful avenue of rose trees, with thousands of roses, illuminated with festoons of colored lamps across the ceiling. The side wall treatment will consist of the hedge, beyond which a distant scene will be rendered in perspective. The realistic effect of this will be enhanced by plastic columns and rose vines on delicate trellises. Arches of box hedge and spring-like foliage will surround the open light well space, and even the floor covering will be in perfect harmony as to coloring. The signs for this department will be individual standards as last year, but of different style, in exact keeping with the general coloring, finished in green bronze with heraldic shield below, giving the address of the exhibitor. A light lattice with roses will make the design of the sign in harmony with the general decorations.

Under a canopy composed of a painted sky scene, which will contain over 25,000 square feet of canvas, the exhibits in Grand hall will be shown, surrounded by a scene founded on the Spanish mission style, light, airy and warm in coloring. Every piece of composition here will be found in complete accord with the main principle of design. Quaint structures erected along the balcony fronts, on the well-known mission lines, all in creamy white plastic effect and tile copings, illuminated bells hanging in the towers, great palms rising among the buildings and brick and plastic work serving as facings for the balcony fronts will give the effect. Around the entire hall escutcheons and groupings of illuminated foliage will serve as decorative features. All columns are to be covered to harmonize with the Spanish mission treatment, while probably one of the most unique features will be the sign posts with their tile caps and buttresses and the central dividing lines, all designed to correspond with the balcony scheme. Sunbursts of electric lights will be suspended over the main floor; and with the magnificent new proscenium curtain and gilded orchestra stage, the effect should be on a greater scale than ever before attained.

The basement will be treated in white panels with brilliant red backing, every post being enclosed and all connected with triangular arches of white bars and foliage. Strands of vari-colored lights are to be used to great advantage, and will present a brilliant, warm and artistic background or setting. All balconies will be covered in with gilded panels, azure blue and white ceilings and side wall draperies, artistic signs and every feature necessary to complete the entire design.

The Garrison street entrance, with its directories and checking rooms, will be treated in a light tracery in steel, with three illuminated domes in colors. Foliated bands extending from these to the sides form a most spectacular arch leading to the main entrance. It has always been the theory of the designer of the Boston show that set pieces of structural work without meaning are not appropriate as settings for the automobile; in fact, the more buoyant and enlivening the scene, the more beautiful and atmospheric the environment, the more the springtime enthusiasm is aroused in the prospective buyer.

No industry in the history of commerce has made such rapid strides as the manufacture of automobiles. Few people in this age of progress, when advancement in all lines is taken as a matter of fact, ever stop to look back to the days when the horseless vehicle was in its infancy. They naturally accept this as a matter of course, what has brought this is a matter of no thought. We are prone as a nation to accept this as an ordinary event. Familiarity not necessarily breeds contempt, it rather breeds thoughtlessness. However, if one would go over the wonderful strides that have been taken and are being taken in the efficiency and general improvement of this great industry it might well afford food for reflection, and in no other practical way can this information be obtained than at the coming shows. That this is true has been proven in the past by the many thousands of enthusiastic motorists who have annually made their automobile pilgrimage to Mechanics building, and when they have paid their 1912 visit to this wonderful exhibit of the very latest in motor car design and construction, most artistically staged, they will be even more convinced of the great value of such shows.





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ALL THAT THE NAME IMPLIES

## OUR EXHIBIT

Peerless Motor Cars are on exhibition at Mechanics Building—all models electrically lighted throughout.

**"48-SIX" BERLINE-LIMOUSINE**—Six-cylinder, forty-eight horsepower, Berline-Limousine. Color: Peerless royal purple. Interior finished in circassian walnut, with hand painted panels. Upholstery: Spanish illuminated leather, olive green. Ceiling panelled with leather, with tooled border in Louis XVI. design. Rug specially woven with border matching other decorations. Electric light and telephone equipment. Thermos bottles and toilet articles in concealed compartments. Standard equipment includes Mechanical Tire Pump and Dynamo Lighting System.

**"60-SIX" TOURING CAR**—Six-cylinder, sixty horsepower, seven-passenger Touring Car. Color: English purple lake with black and gold stripes. Upholstery: Dull finish, water grain, dark maroon leather. Full touring equipment, including Mechanical Tire Pump and Dynamo Lighting System.

**"40-FOUR" LIMOUSINE**—Four-cylinder, forty-horsepower, Limousine. Color: Russian blue with gold stripe on inner edge of black mouldings. Panels on doors in special purple. Upholstery: Dark blue broadcloth. Metal work in body silver plated. Mahogany windshield and dash. Complete closed car equipment, including Mechanical Tire Pump and Dynamo Lighting System.

**"38-SIX" TOURING CAR**—Six-cylinder, thirty-eight horsepower, five-passenger, Touring Car. Color: Opaque purple with gold stripe on black mouldings. Upholstery: Dull finish, water grain, black leather. Complete equipment, including Mechanical Tire Pump and Dynamo Lighting System.

**"38-SIX" TORPEDO**—Six-cylinder, thirty-eight horsepower, four-passenger Torpedo. Color: Special purple with black and gold stripes. Fenders and running gear black. Upholstery: Dull finish, water grain black leather. Complete equipment, including Mechanical Tire Pump and Dynamo Lighting System.

**"48-SIX" TOURING CAR**—Six-cylinder, forty-eight horsepower, seven-passenger Touring Car. Color: Russian blue, with gold stripe on black mouldings. Panels on doors in special purple. Upholstery: Dull finish water grain black leather. Complete equipment, including Mechanical Tire Pump and Dynamo Lighting System.

OTHER MODELS DISPLAYED AT OUR SALESROOM



**PEERLESS MOTOR CAR CO. of N. E.**  
660 BEACON STREET, BOSTON

### RELATION OF BODY DESIGN TO THE AIR RESISTANCE OF CAR

Graceful Appearance and Low Wind Pressure Go Hand in Hand, Says Writer in English Paper

W. G. Aston, in the Autocar of London, Eng., discusses body design and air resistance, relating to the expenditure of energy involved in propelling a car against this resistance. He says in part:

When limitations first were imposed upon "bore," the racing car designer immediately got his own back by enlarging the dimensions of "stroke," and when this again was in course of time restricted he found that, in order to obtain as much or more speed, there were two available courses open to him. The first was pushing up the revolutions of a comparatively small engine until its output was comparable to that of an ordinary everyday motor of something like twice the size; while the alternative was to leave the efficiency of the engine much as it was, and, instead of attempting to increase the power, achieve the same end by reducing the resistance.

This reduction of load might be to a very small extent accomplished by cutting down chassis weight, but as Brooklands has proved times without number that weight is quite the least important factor in the equation the designer has perforce had his attention called to the necessity of constructing a car on such lines that the wind resistance shall become as small a factor as possible.

It is true that the real attractions in the direction of better body design are generally improved comfort and enhanced appearance, but by the best of good fortune it happens that low wind resistance goes hand and hand with good appearance, while the latter is often followed in its train by the former.

Hence, in designing an automobile that transgresses no esthetic laws, a draftsman may rest content that in so doing he is incidentally reducing the load upon the engine under the bonnet, and also vice versa. The two problems, that of obtaining "appearance" and that of reducing resistance, are analogous to two targets which can be both transfixed with one shot, and it appears to be of relatively little importance from which end of the ground the archer discharges his arrow.

To ascertain the total area of resistance, one or two points require consideration. First of all, with regard to the radiator, this can scarcely be reckoned as dead resistance, owing to the large volume of air which passes through it; but, on the other hand, by no means all the air that strikes it passes through. We have, therefore, to examine into what happens when the air has passed through the radiator. Some of it flows easily round the engine and out under the floorboards, but the greater part, no doubt, has to be first deflected by the vertical dashboard, and hence the reaction is not very different from what it would be if the radiator were not porous at all. However, to be on the safe side, the resistance of the radiator will be written down 50 per cent from what it would be if solid. With regard to the curved mudguards, the resistance area of these will be taken as being equal to their projected area. The mean angle of their inclination, viz., of the portion in the rear of the horizontal extension, is about 45 per cent, and the total pressure upon their surface may therefore be taken as sensibly the same as if they were not inclined at all. (This is according to the Eiffel tower air-pressure formulae.) Again, in view of the distance between the front and rear mudguards, and also of their proximity to the side of the body, the "shielding" effect exercised by the front pair will be practically negligible, and the rear pair will have to be taken into the calculation in addition to the front ones.

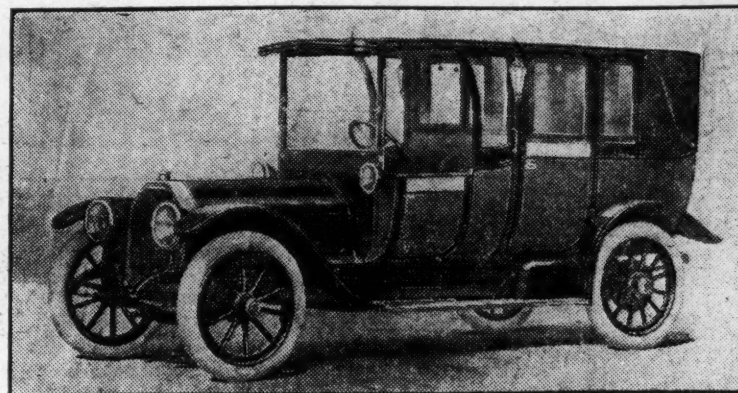
### RECORD MOTOR SHIPMENT MADE

The steamer Manchester Importer, which sailed from Philadelphia recently for England, carried the largest number of automobiles ever sent abroad in one shipment. They were Ford cars from the Ford Motor Company of Detroit, the total number of cars being 547. The cargo of cars took up 135,049 cubic feet of space on the ship. The entire allotment of cars was for the British trade. On Feb. 2 another shipment of 112 Ford left Boston, and again on Feb. 9, 224 Fords were shipped on a steamer leaving Philadelphia, all of them being bound for England. These great shipments set new records in foreign automobile business.

#### INSPECT THE UNIVERSALS

Although the universal members of the propeller shaft are completely enclosed they require attention oftener than when the car receives a general overhauling. If the housing parts are of leather it is possible that breaks or tears may have been caused by one thing or another. These will permit dust and dirt to have an easy access to the bearings, while they allow the lubricant to escape. Metal housings are sometimes dented and become leaky. Either type should have occasional inspection.

### PEERLESS LANDAULET FOR 1912



### HOW TO WASH THE CAR WITH SOAP WITHOUT DAMAGING ITS FINISH

Neutral Soap Possesses Cleaning Qualities but at the Same Time Does Not Have Discoloring Strength

#### ALWAYS RINSE WELL

Many car owners are certain that soap should never be used in cleansing the body of the automobile, despite the fact that carriage bodies have been effectively cleaned that way for many years, says a writer in Touring.

If the gloss of your car seems to deteriorate and small cracks and dull places appear in the varnish, it is very likely due not to the use of soap, but to the misuse of it.

A neutral soap which possesses the qualities that are necessary to clean, but at the same time does not possess a blistering or discoloring strength, is the proper sort for use on fine carriages, and doubtless any of these will be found to be harmless to the finish of an automobile.

It is a sad mistake to do as one has seen some chauffeurs do—smear the raw soap over the surface of the car or work it into the sponge, and dipping this into the water, make suds.

Dissolve enough soap in the bucket of warm water to make a heavy, smooth suds. This should not be applied to the car until it has cooled and is at the most lukewarm. Never apply hot water to painted or varnished surface.

Before the suds are applied the surface of the car should be washed by means of a hose, that all dust and dirt may be loosened.

After the hose has been used and before the surface has a chance to dry, the suds should be applied with a clean sponge, especial attention being paid to those parts of the car that are oily or greasy.

The suds should not be allowed to dry, but should be rinsed off at once by means of a clean sponge or the hose. As soon as the last trace of the soap has vanished, soft cheesecloth or chamois should be used to thoroughly dry and polish.

The oiling and liquid asphaltting of roads has created another problem for car owners during recent years. If the automobile is driven over a freshly coated road at any speed, it will become splattered with the oil or the asphalt. This should be wiped off while it is still fresh, for if it is allowed to dry it cannot be removed without taking off the smooth finish of the car wherever it has hardened.

### The American Self Starter

Accepted by some of the best engineers in the U. S. as the Safest and most Positive Acetylene Starter in use. Call for a practical demonstration at our show rooms.

**N. E. SALES & EQUIPMENT CO.,** 188 Columbus Ave., BOSTON

### "E-Z"

QUICK—DETACHABLE SPARK PLUG Requires No Wrench In Adjustment

Positively Holds Full Compression

Opened, Cleaned and Closed in 4 Seconds.

Complete Plug...\$1.25

Interchangeable Core 75c

Core Socket.....50c

For use on Automobiles, Motor Trucks, Motor Boats and Motor Cycles.

ASK YOUR DEALER or WRITE

The Autoparts Mfg Co.

4810 WESTSIDE AVENUE,

JERSEY CITY, N. J.

See Exhibit at Boston Automobile Show, March 2-6.

### Automobile Lighting

The Safest, Cleanest and Most Convenient Method Is with Electricity

"APLCO" Systems

Are the Oldest and Best. Let Us Quote Prices

The Charles A. Jackson Co.

N. E. Distributors for APPLE ELECTRIC CO., Dayton, O.

MOTOR MART, PARK SQ.

Tel. Oxford 2320

### SEE THE

# BERGDOLL

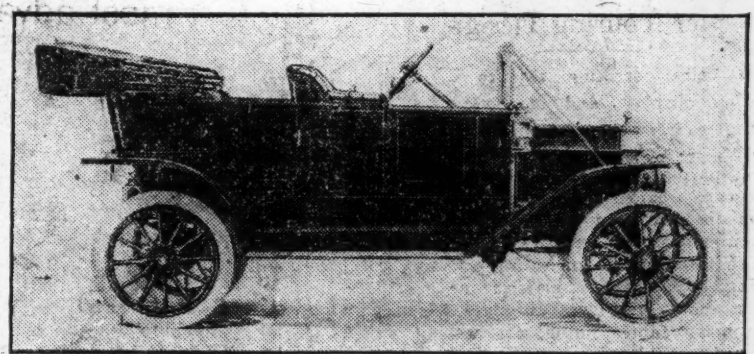
AT THE AUTOMOBILE SHOW

SPACE 34 — GRAND HALL

White, Ware & Leatherbee.

895 Boylston St., Boston

### FORD MODEL T TOURING CAR FOR 1912



#### TO MAKE A TAP FOR SOFT METALS

As aluminum is a rather soft metal, threads cut in it are likely to give way after a time. If the screw is removed very often the thread may be stripped and in time even vibration will produce a similar effect. When one of these threads gives way, a larger screw is necessary. While it is fairly easy to pick out screws just a trifle larger, there may not always be a tap on hand that will suit. If there is a spare screw on hand, however, file three flats in it and then case harden it with potassium cyanide solution. It will be found that this makeshift will cut a good thread on any soft metal like aluminum or copper.

#### LENGTH OF THE SPARK GAP

Some ignition plugs work better with a longer spark gap than others, but the same does not apply to the magnetos. It is best to adjust the plug according to the instructions furnished by the maker of the magnetos. Too long a gap has the effect of cutting down the current, thus reducing the heat of the spark.

#### INSPECT THE TRUSS RODS

Truss rods used in staying live rear axles must retain their correct position if the alignment of the axle as well as its endurance are expected to come up to specifications. These members should be inspected occasionally, and their adjusting nuts taken up in case any sag is observed in the casing.

### BOSTON SAFETY CRANK



THE last word in safety crank design, absolutely preventing all accidents that occur through the back kick of the engine. This illustration shows the simple but never-failing ratchet mechanism which allows the shaft to revolve harmlessly in case of back fire.

#### The Crank Without the Kick

Easily attached without expense of money or time—and once on always ready for action.

As safe and nearly as convenient as the self starter and sells at about one fourth the cost.

Try one on your car for 30 days, then if not satisfied send it back and get your money. If you keep it we will guarantee it to outlive your car.

Price \$15 In Ordering Give Make, Year and Model of Your Car—We'll Do the Best

TERRITORY AGENTS WRITE FOR PARTICULARS

Boston Safety Crank Co., Inc.

585 BOYLSTON STREET, BOSTON, MASS.

Be sure and visit the basement at the Auto Show and see the demonstration of the

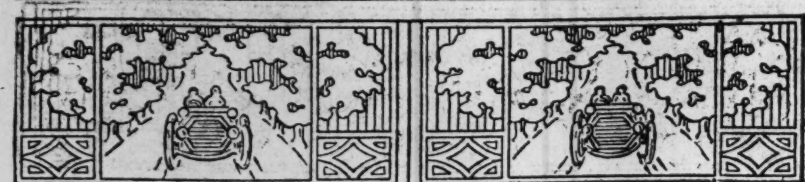
Q. D. RIM REMOVER

MONITOR READERS

ARE

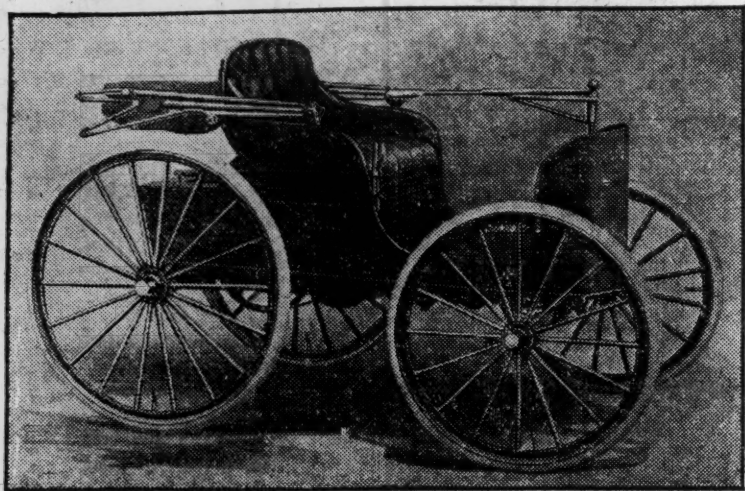
AUTO BUYERS





## AMERICAN AUTOMOBILE IN SEVENTEENTH RACING YEAR

Vanderbilt Cup Race Last November Marked to the Day the Sixteenth Anniversary of First Competition in This Country Won by Duryea



FIRST DURYEA "MOTOR WAGON" TO WIN A RACE

The last Vanderbilt cup race marked, to the day, the sixteenth anniversary of the first American automobile competition—the "horseless carriage contest" held in Chicago, Nov. 27, 1895. It was an interesting occasion, that first run; amusing in some ways to look back upon from these days of tremendous power and speed, but most remarkable from any point of view. The winner, a "Duryea motor-wagon," the ancestor of the Stevens-Duryea of today, was acclaimed a wonder and awarded \$2000 and a gold medal for covering the 54-mile course in 10h. and 23m. The second contestant at the finish—an H. Mueller "motorcycle"—was 1h. and 35m. behind the Duryea. Two of the four other starters never got around the circuit at all, one breaking down on the return trip and the other—which was called by the curious name of "Electrobat"—not even attempting the race, but contenting itself with a 15-mile spin.

The Duryea, driven by J. Frank Duryea himself, who had perfected the design and built the car with his own hands, was the first practical gasoline power-vehicle developed in this country. It was a high-wheel, "hoop-pipe" tire,

rangey-looking open buggy with a two-cylinder gasoline motor in the body. One of the unique features of the engine which was commented on admiringly was the way it was operated by the explosion of a single drop of gasoline at a time, thereby "eliminating the risk of fire." A special advantage this first Duryea had—and one that was made fundamental in the evolution of the present highly perfect Stevens-Duryea cars—was easy, positive control.

The same J. Frank Duryea who perfected the Duryea "wagon" and drove it in this first race is the man who has developed from it the present Stevens-Duryea car. From the lessons learned at Chicago Duryea got out a new model which embodied the fundamental principles on which the present Stevens-Duryea is built. For this car was so well designed in the beginning and modifications since have been made with such deliberate care that the present machine has been a steady development, adding on permanent principle to another, without having to take a step backward. Thus Duryea was the first man to build a practical six-cylinder car, and it was he who devised the unit power plant and its three-point support.

## BUICK PLANT IS VAST IN AREA AND OUTPUT OF CARS

Covers Over Two Million Feet of Floor Space and Over Five Thousand Employees Are Kept Busy

The huge proportions which the manufacture of automobiles assumes at the Buick Motor Company in Flint are seen in the company's statement of surprising statistics. The factory is composed of 19 buildings, with a total area of 2,453,124 square feet of utilized floor space, or more than 56 acres. The total number of employees is 5048, the number occasionally reaching the 8000 mark during rush seasons. The average total payroll is \$203,323 and the number of machines, forges, etc., is 2920, their value, together with equipment, being \$2,417,580.

In 1904 the factory covered less than 20,000 square feet, employed 50 men and built 37 automobiles. New cars are marketed through 36 branches and distributed throughout the United States and foreign shipments cover almost the entire world. The office or administration building is three stories in height, employing 180 to 226 persons, the average pay-roll being \$8750.

The transmission and general machine departments occupy a separate three-story building of five and two fifths acres of partmaking machinery, valued, with their equipment, at \$740,500. About 900 men are employed in these departments and the average pay-roll is \$34,149.

In "building 6" the small cars are made. The average pay-roll is \$14,785 for 335 to 500 men. The value of the 120 machines used is \$86,650. The shipping department occupies "building No. 9," said to be the largest building on one floor under one roof in the world.

Its floor area is practically two acres, the loading record being 228 cars in one day. The department employs 165 to 200 men, the pay-roll averaging \$5627.76.

An irregular shaped building containing 30,000 square feet of floor space houses the drop-forging department, employing 350 to 400 men, whose average pay-roll is \$15,191. The machines and equipment are valued at \$279,080.

The truck-garage and the brass and aluminum foundry also occupy separate buildings, the latter employing 180 to 200 men, with an average pay-roll of about \$7500.

The motor building is 728 feet long and 360 feet wide, covering 6.46 acres. The number of men employed in this department ranges from 1154 to 1200, the pay-roll averaging \$42,914. The 754 machines in this plant represent a value of \$602,720.

## RICH LIMOUSINE FEATURE IN THE PEERLESS SPACE

Other Models Exhibited Include Three Sizes of Six-Cylinder Cars—Seven-Passenger Touring Design

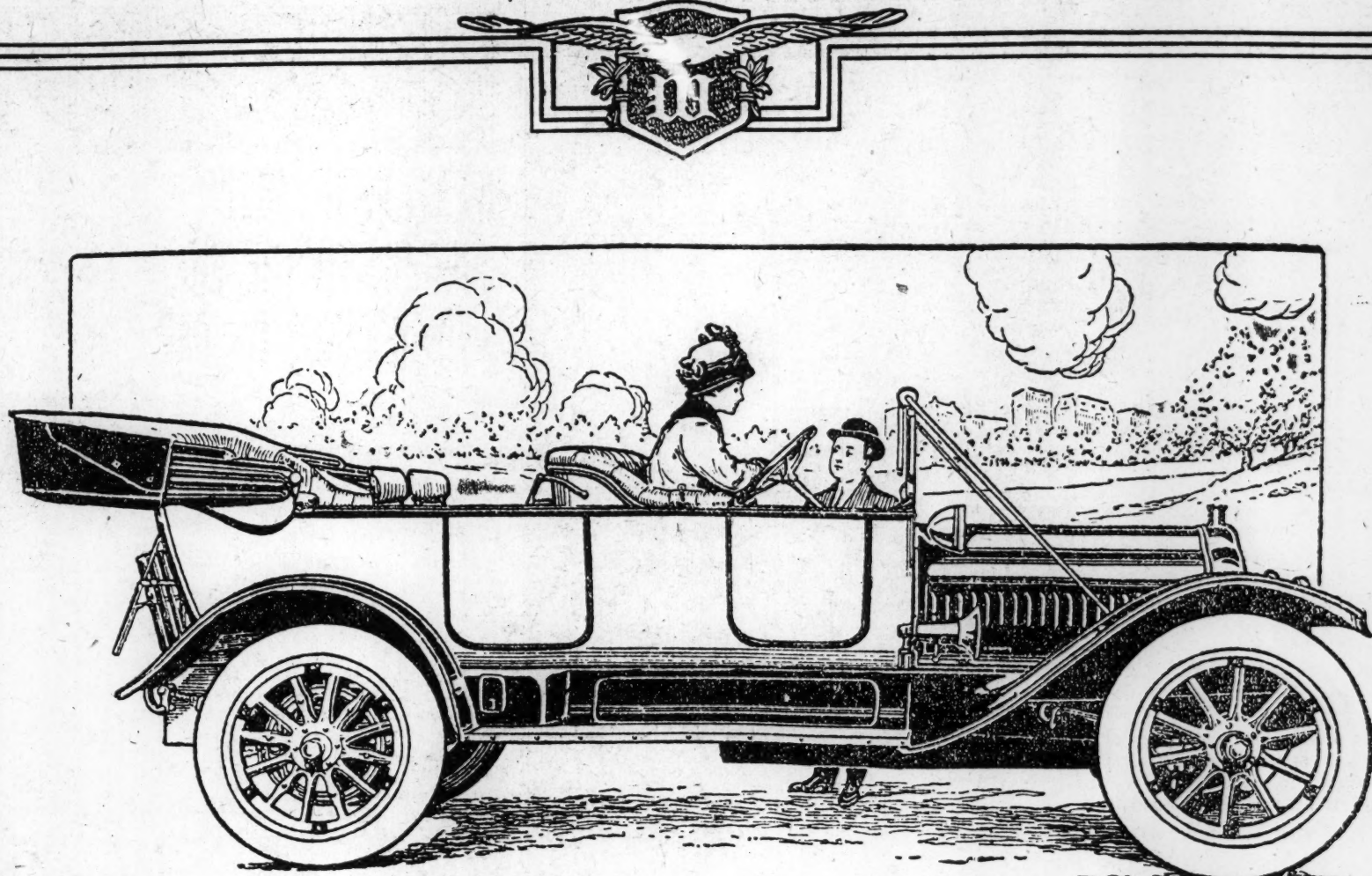
The most striking feature of the Peerless display, and one which will instantly attract the attention of every visitor, is a Begline-Limousine in rich royal purple, with beautifully executed landscape panels vignettes centrally upon the body; a style of decoration not previously attempted.

The interior treatment is very interesting, both from an artistic and utilitarian point of view. In place of the customary fabric lining, the walls are covered with handsomely grained, soft-toned Circassian walnut in diamond-shaped panels, which in turn are embellished with exquisitely hand-painted Louis XVI. decorations.

The rear seat and the panels in the ceiling are covered with Spanish illuminated leather in soft olive green and silver tones, with tooled border. The floor covering is a specially designed, hand woven rug, with medallion center and border harmonizing with the other decorations. The rear seat is divided in the center by a broad arm, duplicating the arm at each side. These arms are hung on invisible hinges and when lifted disclose ingeniously arranged compartments containing a telephone to driver and various toilet requisites. The seat is upholstered in the latest and best English method. The special features of this body were conceived by Manager John L. Snow of the Peerless Motor Car Company of New England and executed under his personal supervision. The body is mounted on a standard 48-horsepower, six-cylinder Peerless chassis.

Other cars shown include a seven-passenger touring body in English purple lake, upholstered in dull finish dark maroon leather and mounted on a six-cylinder 60-horsepower chassis. A very attractive limousine body is shown in Russian blue with door panels of purple with upholstery of dark blue broadcloth. A five-passenger touring body, handsomely finished in opaque purple with gold stripe and upholstery of black leather, is shown on a six-cylinder 38-horsepower chassis. A seven-passenger touring body in Russian blue with upholstery of dull finish black leather is displayed on a six-cylinder 48-horsepower chassis. A trim looking torpedo body in special purple, with upholstery of dull finish black leather and fenders and running gear painted black, is shown on a six-cylinder 38-horsepower chassis.

The Peerless company is showing three sizes of six-cylinder cars, "28 Six," "48 Six," and "60 Six." In addition to the five-passenger touring and four-passenger torpedo bodies displayed on this chassis, roadster, coupe, limousine, Berline-lim-



## WHITE Self-Starting SIX

The White Self-Starting Six-Cylinder Sixty, with motor cast in block, presents a striking contrast to the conventional types of six-cylinder cars.

This car has been produced to meet the heretofore unfilled demand for a powerful six-cylinder car that is both economical in operation and simple in construction and control.

Absolutely the latest in every detail of body design, with graceful lines unbroken by hinges and handles, the White Sixty is the only car to incorporate the entirely new but extremely convenient combination of the left-hand drive with a thoroughly practical and efficient electric starting and lighting system, *making it possible, for the first time in motor car construction, to reach the driving seat, start, and light the car without the necessity of stepping into the street.*

The extreme simplicity of the White Six, embodying the principles which have made White Cars world-famous for economy and durability, commands the admiration of all, and the owner of a White Car rests secure in the knowledge that it is absolutely the best and most advanced car produced anywhere.

See the White Cars at the Show

**The White Company**

320 NEWBURY STREET AND MECHANICS BUILDING  
MANUFACTURERS OF GASOLINE MOTOR CARS, TRUCKS AND TAXICABS

### NEW ENGLAND DISTRIBUTORS

WHITE MOTOR CAR CO.  
Worcester, Mass.

NORCROSS-CAMERON CO.  
Springfield, Mass.

HARRIS GARAGE CO.  
Easthampton, Mass.

HARPER GARAGE CO.  
Beverly, Mass.

CLARK G. BOYNTON  
Wollaston, Mass.

WHITE, BINFORD & ROBIN-  
SON CO.  
Providence, R. I.

MANCHESTER AUTO GARAGE,  
Manchester, N. H.

MOTOR CAR & EQUIPMENT  
CO.  
St. John, N. H.

EASTERN SALES CO.  
Portland, Me.

ELLISON MOTOR SUPPLY  
CO.  
Haverhill, Mass.

LIBERTY GARAGE,  
Lynn, Mass.

PECK & WHITE  
Taunton, Mass.

A. C. WHITE, JR.  
Brookton, Mass.

AUTO SELLING SUPPLY CO.  
New Bedford, Mass.

PERKINS & CORLISS  
Gloucester, Mass.

RICHARD TIERNEY  
Fall River, Mass.

L. L. ALDRICH  
Vineyard Haven, Mass.

## POWER BICYCLE IS THE LATEST POPE CREATION

ousine and landaulet bodies can be furnished.

One of the features which deserves special mention is the adoption on all Peerless cars of the dynamo electric lighting system, which replaces the gas tank, gas lamps and oil lamps formerly used. The system consists of a constant speed dynamo, directly driven from the motor, a storage battery which is kept constantly charged by the dynamo, two powerful head lights, two electric side lights and an electric combination tail and number lamp. A switch on the dash enables the use of the tail and side lights, tail and head lights, or all at the same time.

### WHY THE CARBURETTOR CHOKES

Carburettor choking is caused by excess of gasoline and the method of distribution. If the gasoline is allowed to trickle down the interior of the mixing chamber it accumulates a low engine speed and when acceleration takes place it all goes into the cylinders with a rush, when the mixture being far too rich, it fails to ignite. When the engine stops, through choking, open the compression taps, turn the starting handle for perhaps a dozen revolutions, and try again.

old day and the very heavy motor cycles of the present day.

The new machine will be fitted with an imported magneto which has been found excellent in service. Reliability, reasonable speed and notable hill-climbing ability have been proved in the thousands of tests made by the new machine.

### LITTLE WEAR ON BALL-BEARINGS

If properly made and used the life of ball-bearings is far beyond that of the plain type. Just how long a well made bearing of the annular type will last under normal usage is hard to tell—probably longer than any other portion of the automobile mechanism. An interesting bit of testimony in this connection is supplied by a manufacturer in regard to the condition of a set of five bearings taken from the transmission of a maker's demonstrating car. After more than 50,000 miles of service, the bearings were returned to their makers for examination. Only two were in a condition which called for replacing them with slightly larger balls, the other three appearing to be as good as new.

## VESTA ELECTRIC LIGHTING SYSTEM ATTRACTS MANY

An accessory that is bound to attract much attention in the automobile show that opens this evening is the Vesta dynamo equipment. Equipments which deal with electro magnets, automatic circuit makers and breakers, clutches, relays, etc., naturally arouse suspicion on the part of the individual, whether he be a practical man or not; but where an extremely simple yet absolutely reliable system is shown and proves perfectly satisfactory as is the Vesta, which requires no more attention than the old reliable, high-grade magneto, there is little wonder that it has been, and will continue to be, readily accepted, especially as the whole operation of the machine is controlled by a ball governor, the whole system being mechanical in operation rather than delicately electrical.

There are a great many well known cars furnishing the Vesta system this year, either as standard or special equip-

ment, among them being the Stearns Knight, the Stoddard Knight, the Chalmers, Velie, Marquette, Winton, Simplex and others.

Judging from the wonderful results of the New York and Chicago shows, the Poire-Perrine Company, New England representatives of the Vesta company, located at 601 Boylston street, will have to increase their facilities to take care of the business derived from the Boston show.

### WHEN THE ENGINE MISFIRES

In slide valve engines the plugs are in deep pockets, and if the plugs happen to be at all short the plug terminals are only a little, if any, above the annular tops of the cylinders. It is therefore likely that the ends of one or more of the high tension wires, at the point at which they are fitted to the plug terminals, may be so close to the top of the cylinder that vibration may cause the metal terminal of the wire to short circuit to the cylinder head. In such a case bend up the end of the wire so that there is plenty of clearance between it and the nearest metallic part.





## Electrics Meet on the Broad Highway

*She-with-the-Dog*—Well, to think of meeting you 'way out here.

*Dorothy*—Pray, why not? I can run my Electric 30 miles from home, can't I? I often do a 100-mile run for my daily outing.

*She*—Of course! What a color you have these days, Dorothy—is it your daily drive in your Electric?

*Dorothy*—Yes, the breath of outdoors and the sound and refreshing sleep I get afterwards.

*She*—Well, Freddie says I'm not the same woman since we took on this Electric Limousine. I don't know, but somehow or other

this country life in winter now has more charms for me.

*Dorothy*—Why? *She*—Well, miles have no terror nowadays. Here we are wintering in our country place 20 miles from Boston, yet I have as much bridge and theater and opera as though our town house was open. And my—the saving in expense!

*Dorothy*—And neither of us need a high-priced chauffeur—think of the repair bills and running expenses we save.

*She*—Yes, and one feels so free and untrammelled. I keep my car under the *porte cochere* always ready day time or evening. The children do so enjoy the runs.

*Dorothy*—Do you drive Fred in town often?

*She*—About three times a week. He's laid up his gasoline car for the winter.

*Dorothy*—So has Tom. Friday we're going to run clear over to Newport for the week end.

*She*—Don't forget you're coming to us for bridge next week. How long do you take to make the twenty miles?

*Dorothy*—About an hour.

*She*—Just think, a year ago we saw each other so seldom, but now our Electrics certainly do put us next door to one another.

*The Dog*—Bow wow!

*She*—That's Vic's sign of displeasure. I'm such a chatterbox. Bye bye.

Ask any of the following dealers for a demonstration

### Electric Passenger Automobile Dealers

Babcock Electric Carriage Co., V. E. Aiken, 615 Wash. St., Brookline  
S. B. Bailey & Co., 880 Boylston St.  
Baker Motor Vehicle Co., A. F. Neale, Motor Mart, 915 Mass. Ave.  
Columbia Motor Car Co., J. H. MacAlman, 96 Mass. Ave.  
Columbia Buggy Co., Carpenter Garage & Motor Co., 112 Corey Road, Brookline  
R. C. H. Corporation, W. B. Doan, 583 Boylston St.  
Rauch & Lang Carriage Co., D. C. Tiffany & Co., 136 Chestnut St.  
Ohio Electric Car Co., H. L. Converse, 321 Columbus Ave.  
Studebaker Bros. Co., 889 Boylston St.  
The Detroit Electric, Boston Elec. Garage, 321 Columbus Ave.  
Waverley Elec., J. W. Bowman Co., 911 Boylston St.

This company is equipping its entire Transportation Department with Electric Vehicles and Electric Trucks because they do the work cheaper and quicker.

The Edison Electric Illuminating Co. of Boston

### Electric Truck Mfrs. or Dealers in Boston

Anderson Carriage Co., Detroit Trucks, 357 Boylston St.  
Atterbury Motor Truck Co., Carpenter Garage & Motor Co., 112 Corey Road, Brookline  
Baker Trucks, F. N. Phelps, 171 Harvard St.  
Commercial Truck Co. of Am., E. A. Tirrell, 256 Summer St.  
Couple Gear Freight Wheel Co., W. E. Eldridge  
General Motors Truck Co., R. M. Ketcham, 178 Devonshire St.  
General Vehicle Co., Day Baker, N. E. Matamor, 84 State St.  
Studebaker Bros. Co., Boston Auto Branch, 889 Boylston St.  
Walker Vehicle Co., J. W. Emery, 532 Board of Trade Bldg.  
The Waverley Co., J. W. Bowman Co., 911 Boylston St.  
R. C. H. Corporation, W. B. Doan, 583 Boylston St.

## OVERHEATED MOTOR CAUSES; HOW TO TRACE AND TO REMEDY THEM

Properly Designed Plants Seldom Go Wrong Except Through Defective Parts—Hose Often at Fault

### THINGS TO WATCH

William H. Stewart, Jr., in a recent lecture given in New York dealt with "Causes and Remedies of Motors Overheating." The speaker, who covered the subject in the most minute detail, said in part:

"Motors properly designed seldom overheat, except when parts go wrong and produce such a result. In the water-cooled motor using the force pump system one would naturally discount any trouble, as there appears to be very little to go wrong. There is nothing but the radiator, the straight hose connections, and the force pump in circuit to accelerate the flow of water. However, when a motor does overheat the following should be investigated in order to trace the trouble:

Inspect all hose connections and note that the water passage is free. It often happens that hose will swell and close, thereby preventing the passage of water.

Try the water pump and see that the water propeller is being properly driven by the shaft to which it is attached. A broken shaft is not an infrequent occurrence. In case of trouble it is often advisable to remove the pump and thoroughly cleanse same. In cases where poor hose is used the inner walls deteriorate and pieces lodge in and obstruct the pump.

The radiator itself is not always without fault. Due to its peculiar construction for cooling purposes it is very sensitive to dirt and mineral deposits. When the cells of the radiator become coated a very large proportion of the cooling area is sacrificed. In such cases it is necessary to thoroughly cleanse with an alkali solution.

Another cause which produces overheating is excessive carbonization of the cylinders. While this will not be noticed in the boiling of the water it will be noticed by the premature ignition of the gas. The excessive carbon forms a thick coating upon the crown of the cylinder and does not cool sufficiently to prevent premature ignition. This condition makes it necessary to use a retarded spark, which also is detrimental. In such an instance the cylinder should be cleaned as soon as possible.

Many drivers do not use the advance of the spark to its best advantage. To force a motor to work continuously with retarded spark will produce an overheated condition very quickly. A motor should always be run with the spark advanced as much as possible. In this way the maximum efficiency is obtained with the minimum fuel consumption.

Do not fail to keep the circulating system filled with water. An insufficient amount of water in the system will not keep the motor cool.

A small thing is the fan which creates the cooling air current. However, with the fan out of order, many motors are practically useless. The fan, its driving member, and the belt should always be inspected and kept in repair. If not a serious radiator leak may be caused by a loose fan wheel.

### SHOWS NEW BAKER ELECTRIC MODEL

A. F. Neale, Boston distributor of Baker electric, will exhibit what is claimed to be the roomiest and handsomest electric car ever built. This new Baker extension shaft-driven brougham attracted unusual attention at New York and Chicago shows. It is a five-passenger model with all seats facing forward. Its sumptuous body is upholstered in a deep wine color broadcloth, with metal trimmings of old gold and rich garnet panels. Its long wheel base with flattened springs insure easy riding, and being fitted with a special battery of 42 cells its speed and mileage will meet the requirements of the most exacting.

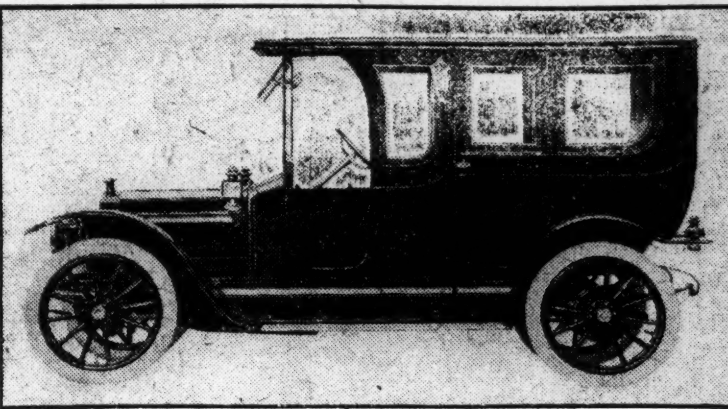
This latest addition to the long line of Baker electric models is worthy of the most critical inspection.

### COLUMBUS AUTO SHOW PLANS OUT

COLUMBUS, O.—The Columbus Automobile Club and the dealers have joined to hold the second Columbus automobile show, beginning March 2 and continuing for a week. The show will be held in the temporary federal building at Chestnut and Third streets, which was abandoned by the government at the completion of the new federal structure.

The committee on arrangements consists of Perin B. Montpenny, chairman; C. E. Firestone, secretary, and Herman Hoster, treasurer, and J. C. Kimmel and I. P. Madden. The committee is composed of three dealers and two representatives of the Columbus Automobile Club. The first floor will be given over to pleasure cars and trucks, while the second floor will be used for accessories and motor cycles.

## THE RAMBLER GOTHAM LIMOUSINE



## GREAT INCREASE IN RAMBLER SALES FOR PAST THREE MONTHS

Charles T. Jeffrey, Head of Firm, Gives Out Figures Showing Remarkable Progress—Others' Share in It

### OUTLOOK IS BRIGHT

Reports of unusual progress in the sale of medium priced motor cars in all sections of the country during the past three months of the winter, when sales might be expected to fall off somewhat, indicate that business conditions in 1912 show a marked improvement over the past twelve months.

This statement is based upon the announcement by Charles T. Jeffrey, head of the Rambler organization, of a remarkable increase in sales of the medium priced models during November, December and January.

"The increase for January over the corresponding month in the previous year was 50 per cent," said Mr. Jeffrey, "while the total sales for December showed an increase of 100 per cent and those for November an increase of 65 per cent. I think that the majority of the more stable manufacturers will report corresponding progress.

"While many of our cars go into the middle, far and Southwest, this increase is not confined to any particular section of the country, but to all sections. One of our branches showed an increase during December of 1000 per cent over last year. Another, the one which did the largest business in December a year ago, showed an increase of 210 per cent this year.

"People frequently ask me whether I think that this demand is going to continue and whether this may be considered a fair measure of business conditions in other lines. I feel that the demand for the good, medium-priced cars will continue to grow, as in all other lines, but the large increase this year, has certainly proved to me that the people throughout the country are confident of a successful year in business and from the standpoint of the farmer.

"Reports from Minnesota and the Dakotas are more favorable, while those from the extreme Southwest are more optimistic than for some years. In eastern manufacturing cities the buying has increased largely, indicating a growing confidence in sustained prosperity.

"The extremes in the automobile business are gradually eliminating themselves and the business is reducing itself to a manufacturing proposition."

**INSPECT DRAINED OIL**  
It is well to inspect carefully oil that has been drained from the crank chamber of a motor, to make sure that no abrasion is taking place in the engine bearings. If excessive wear or cutting action is occurring, it may be detected by the "feel" and appearance of the oil when rubbed gently between the finger-tips.

## REC TESTS ALL ITS MATERIAL IN LABORATORY

R. E. Olds, President of the Company, Tells How Everything That Enters Automobile Is Tried First

Nothing is so conducive to the attainment of maximum enjoyment and satisfaction in the use of a motor car as the fact that its axles, transmission, differential, steering gear, springs and other vital parts are built of the very best material obtainable in the market, says R. E. Olds, president of the Reo Motor Car Company.

In our completely equipped modern laboratory all the material used in the Reo the Fifth is thoroughly tested. Not a gear, bearing or other vital part, even to the minutest screw, nut and bolt, enters into its construction but measures up to the rigid Reo standard of strength and hardness. Our gears are all carefully tested in a crushing machine, capable of 50 tons pressure. The usual test is a hammer test, which, to say the least, is inexact.

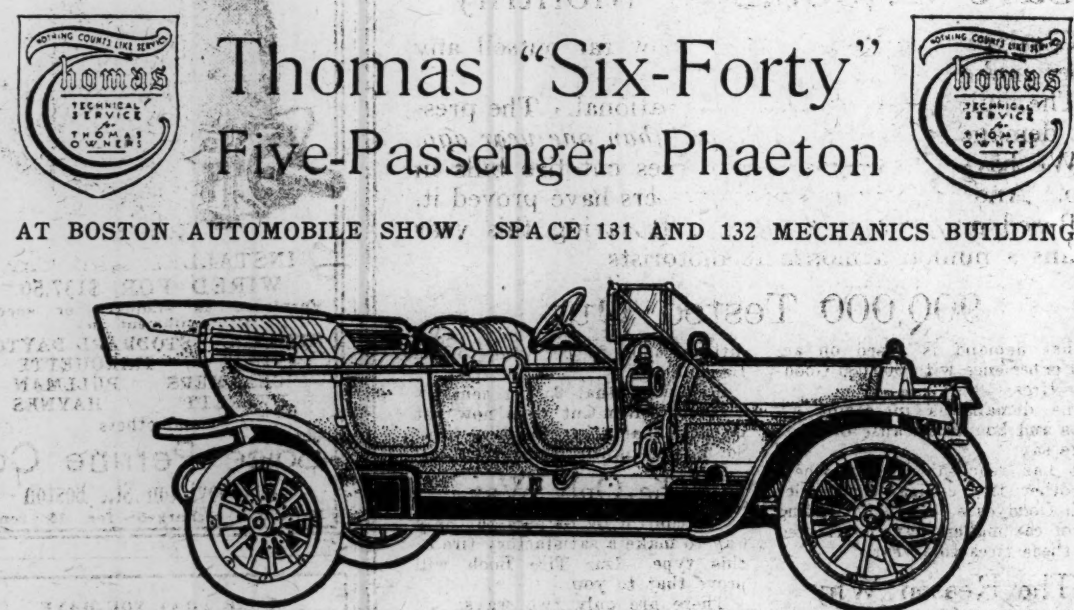
In our crushing machine we learn exactly what a gear will stand. Here lies one of the secrets why the Reo the Fifth made so enviable a record as official pilot car in the last Glidden tour from New York to Jacksonville.

The diameter of the rear axle has been enlarged and the axle shafts are built of nickel steel. It is subjected to chemical analysis, to crushing, to gear tests and to tests of tensile strength. The weakness of most cars is found in the rear axle. Nothing in our mechanism shows a larger margin of safety.

Different gears have been greatly improved. The gears are made heavier than ever before. The differential is designed for 45 horsepower. With a 30-horsepower motor, this leaves a wide margin of safety in one of the most vital parts of the car.

### TO ADJUST THE PEDALS

While many of the later and better cars which are equipped with pedals adjustments as to position of the pedals and angle of the foot plates, others are not so supplied, and consequently often prove difficult for some operators. In nearly every instance however it is possible to alter the position slightly by changing the lengths of the links connecting them with brake or clutch.



## Thomas "Six-Forty" Five-Passenger Phaeton

AT BOSTON AUTOMOBILE SHOW, SPACE 131 AND 132 MECHANICS BUILDING

### Thomas Declarations No. 6

We assert that the low center of gravity of the Thomas "Six-Forty," made possible by suspending the gasoline and oil tanks from the chassis frame, gives the Thomas a decided advantage over all other American and foreign cars in holding the road, at high speeds, on sharp turns or on slippery pavements, and that this is a unique and distinct advance in 1912 construction.

FOUR STYLES OF OPEN BODIES—TOURING CAR, PHAETON, SURREY AND RUNABOUT  
PRICE \$4,000 FOR EACH TYPE

Our Catalogue—"The Story of the Thomas" awaits your request.

THOMAS MOTOR CAR CO. OF BOSTON, 915 Boylston St.

## THE SELDEN CAR



WITH RELIABLE SELF-STARTER

**EQUIPMENT**—Mohair Top and Top Boot, extra seats in Tonneau that are comfortable, Robe Rail and Foot Rest, Foot Accelerator and Muffler cut-out, Rain Vision Wind Shield, Combination Electric Side and Tail Lamps (black enamel and brass or nickel), 12-inch powerful Searchlights, 36x4 Demountable and Detachable Rims and Tires, Firestone, Goodrich or Diamond, 125-inch wheel base, 3/4 elliptic Springs in rear, semi-elliptic in front, full floating Rear Axle, Multiple Disc Clutch, Prest-o-Lite Tank and complete Set of Tools and Tire Kit.

### The Selden Complete Line for 1912

Two-Passenger Roadster	\$2500
Four-Passenger Torpedo	\$2500
Five-Passenger Touring Car	\$2600
Seven-Passenger Touring Car	\$2600
Seven-Passenger Limousine	\$3750

Demonstrations at any time

## THE WHITNEY BARNEY COMPANY

823 BOYLSTON STREET Telephone B. B. 5430  
Space 125-126 Exhibition Hall





## EXHAUST BOX MAY BE THE REAL CAUSE OF THE LOSS OF POWER

Although One of Last Places Inspected Because It Lacks "Working Parts" It May Be Seat of Difficulty

### TO AVOID SOOTING

About the last place in which one looks when hunting for the possible cause of loss of power is the exhaust box, says Samuel Barstow, Jr., in Motor Print.

It has no "working parts," and, therefore, is hardly ever suspected as being capable of causing trouble. Yet, innocent though it may seem, it sometimes happens that, when all other scrutiny fails, it proves to be the seat of difficulty. Some silencers are much more prone to suffocation than others. These are the kind which, even when clean and new, are not free enough in their internal arrangements to give the engine a chance to do its best. This is easy to understand, as it is only natural that freedom exit should allow the escaping gases to carry with them their surcharge of carbonaceous matter, while a too restricted passage will cause it to be deposited.

The old-fashioned style of exhaust boxes, with a maze of baffled plates and hundreds of small holes in pipes and compartments, are without doubt the ones which become choked most easily. For this reason, owners of cars built a few seasons ago will do well to make sure that their engines are not undergoing to any appreciable extent a too restricted egress of the exhaust gases.

Modern silencers are usually constructed on improved lines.

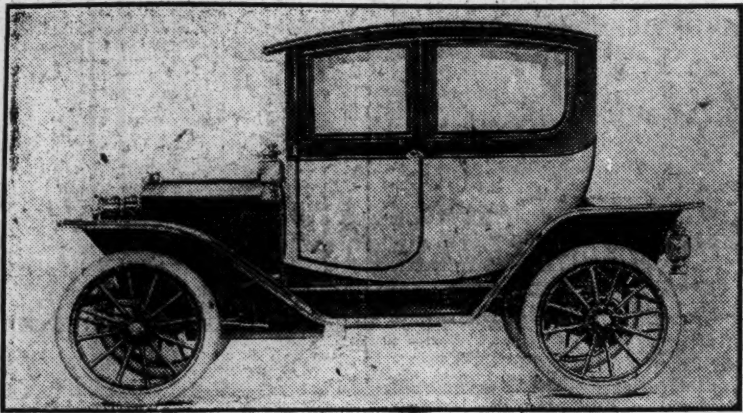
If a silencer is properly constructed, there should be no advantage noticeable by using an exhaust cut-out. They are, it is true, fitted to a fairly large number of cars. But this is usually to suit the whim of the owner, who has been told, or has found out for himself, that his engine is impeded by the inability of the silencer to pass the exhaust gas, without undue back pressure occurring. If this is the case, it would certainly be better to alter the silencer than to fit a cut-out, so that it becomes inoperative. No exhaust box is a thing of beauty, and even if they were ornamental, but useless, it would be better to leave them at home, instead of carting them about on one's car. Therefore it certainly is better, instead of fitting a cut-out, to spend the same amount of money—perhaps a trifle more—in making the silencer do its work in the way it is intended to.

The majority of exhaust boxes are riveted up, as if they were never to be taken to pieces again, but this is a great mistake. The proper method of construction allows for their being dismantled and taken entirely to pieces for a good cleaning out in a few minutes. Once an exhaust box begins to sputter, it will accumulate a deposit thick enough to choke its small passages in a remarkably short space of time. Thus is much the same as with cylinders and the tops of pistons, which will remain clean for a long period, but which, once they are given a chance to foul up, will put on a coating of carbon a quarter of an inch thick in a remarkably short time. Perhaps a quarter of an inch is an exaggeration, but it will pass! Anyway, you can reckon, as a rule, that if on taking your engine down and finding it wants scraping out badly in the combustion heads and the tops of the pistons, you will find much the same state of things in the exhaust box, unless it is of a type which to a great extent keeps itself clean by the scavenging action of the gases.

The principal cause of fouling, as a rule, is naturally by reason of too rich a mixture and an excess of oil. This latter, especially, is a most prolific cause of fouling, for not only is the deposit coarser and thicker, but it is, further, of a more clinging nature. Fouling which is due to an over-rich mixture only, without the presence of excess lubrication, is not so permanent—that is to say, that although the choking action may go on to a certain extent all the time the mixture is incorrect, it will tend to right itself when the exhaust gases cease to be surcharged with carbon.

The vibration and the scavenging of the gases will help to eject the carbon. It is sometimes found, on starting an engine cold, especially after it has been standing a day or more without being worked, that a small quantity of water comes out of the silencer. This is most likely caused by condensation in the exhaust pipe, unless there is a leak in one of the water-jackets.

## THE R-C-H COUPE FOR 1912



## ENGLISHMAN WRITES ON AMERICAN AUTOMOBILES

British Manufacturer Dislikes Appearance of Machines Made Here, While Engineers on This Side Consider High Finish of European Cars as Time Wasted

An Englishman, writing in the English Automobile Engineer on "Americans and American Cars," from a frankly British point of view, says in part:

The American manufacturer caters for quite a different sort of market to that which the European maker supplies.

Nearly all American machinery is finished only roughly where finish serves no useful purpose. In the ordinary American car no time is wasted by sand-blasting the outside of castings, so as to give a smooth surface, or in polishing any parts which subsequently will be painted. Instead of the highly polished piping usually employed in Europe for water or gas conduction, one finds rough castings.

However, the average American appears actually to prefer rough finish. Just as an American machine tends to give a British engineer the impression that its creator took no pride in its appearance, so does a highly finished British article impress an American, not so much with its intrinsic beauty as with the amount of time which must have been wasted on unnecessary scraping and polishing.

Therefore, one finds many American cars of very third-rate appearance made of first-class material by first-class workmanship.

Broadly, the American trade may be divided into three classes. First of all, there is a comparatively small number of firms making large and expensive cars, almost invariably with six cylinders, capable actually of developing from 40 to 120 h. p. It is in this class that the best American work is to be found and the highest finish, while the importance of this section of the trade may be gauged by the number of men employed in the production of large cars only. Thus only four out of a large number, who are specializing on large car business, would employ between them at least 20,000 men. The average price of the cars turned out would be, at a very rough estimate, £800.

After the large car makers there come quite a small number of firms making really first-class four-cylinder cars. One or two of the big six-cylinder makers have models to compete and there are a few smaller firms also catering for the same section of the public. So far, all the makers down to this point do not give very much consideration to the price of their cars. They aim to supply the most satisfactory vehicle possible with all the comforts and conveniences known to the American user, and the price is fixed to give a reasonable profit over and above the cost of production.

So far, however, as it is possible to ascertain, there are no smaller cars whatever made on this principle, the small car always being of the very cheapest class. However, after this class of makers one comes to the biggest section of all, making four-cylinders, usually 4-inch bore cars, and paying varying degrees of attention to quality and price. It is not very easy to pick out typical examples in this class. Last of all comes the firms who consider price above everything, and in this category it would perhaps be well within the capabilities of my readers to think of some examples.

Manufacturing, therefore, or rather perhaps design, divides itself into three sections. The first is high class design, in which the car is drawn out to be as good as possible. The second class is where the design is made to be thoroughly sound, but with due consideration to the cost of producing each part. The third class is what might be called machine shop design, in which cheap manufacturing is the first consideration and quality receives only enough consideration to enable the car to make a fairly good showing in use. In some ways the last car is most interesting, the

methods resorted to for cutting down costs being frequently extremely ingenious.

In large works the system followed is first for the chief engineer to produce a design—and a first design will usually be made with two or three alternatives. These cars will then be produced perhaps in the general factory, and perhaps in a separate department set aside for the exclusive use of the chief engineer for experimental work. When they are completed extensive road tests will be conducted, and the designs altered until the performance of the cars is satisfactory. Then, when the chief engineer is satisfied, the drawings are systematized and the materials ordered. From this point onwards the system followed is practically identical with that used in any really good European works, though the organization is generally brought to a much higher perfection.

A very large class of manufacturers who assemble, instead of actually making the cars, are worth a little special consideration, because the results are in some ways surprising.

First of all, one usually finds that the system already described of getting out "models" prevails in works of every class. The chief engineer and his department design the cars, and these cars are actually made on the premises in a small machine shop, while they are tested exactly as the products of a manufacturing company. When the design has been approved, and after getting out drawings, instead of passing them to the machine shop superintendent, various general engineering firms (of which there are an enormous number throughout the United States) will be asked to quote for each individual part, a very rigid material specification being the rule. Then, when a tender has been accepted, the purchasing concern sends a representative of the works to the suppliers' plant, his business being to act as an inspector of the work done there. In some cases even quite a large staff of inspectors are kept going dotted about in various works.

If it is stated that firms which turn out 5000 or so chassis a year have been able actually to pay for the cost of their buildings, out of profits and within 12 months of entering into possession. This, of course, would be impossible by any other system, but it means that the shareholders of some of the foremost American firms are (when they have large holdings) not only making good incomes, but are actually amassing fortunes of no mean proportions.

## LARGE CAR OWNER FINDS ECONOMY IN THE ROADSTER

Many Who Have Fine Touring Automobiles Also Keep Smaller One for Day-to-Day Needs

R. C. Hupp said the other day that one of the greatest outlets which have been developed for the sale of the R-C-H "25" English body roadster was among the owners of the large high priced cars. Tire and up-keep expense of such a car is very great and the owner does not care to keep it in commission any more than is necessary. In other words, the use of a big touring car for many of the day to day motoring needs of the average man is too much.

The various branches of the R-C-H Corporation report visit after visit from men whose motor equipment already includes a large car, but who are impressed by the economy of using a roadster for much of their motoring needs. And at the same time they secure just as much comfort and satisfaction as they would from a large car under the same conditions.

Again, the large touring car is essentially a car for a family or a party of friends. A man looks out of place speeding along all alone in a large touring car body and he feels out of place, too.

The roadster is the ideal car for business use and the owner usually keeps it constantly on hand for the purpose of making business calls. The time saved by a busy man in this way is alone worth much more than the cost of a roadster in a year.

## HUPP-YEATS ELECTRIC COACH



De Luxe Coupe, \$4000

## "The First Advance in Coach-Making in Over a Century"

That is what a well-known critic has said of the safe, sane, low-hung construction of the Hupp-Yeats. And the remark is just.

For until the advent of the Hupp-Yeats, coachmakers had followed blindly the coach-design of the Middle Ages. Then, a coach was the sole conveyance, no matter how long the journey. It travelled through bog, stream, swamp and morass; and even in the large cities the streets were literally seas of mud. So the coach body was hung high, to protect the person of the traveller.

On modern city streets such a construction is an anachronism. Awkward and stilted, it is hard to enter or leave; and especially in a motor-driven vehicle it is dangerously liable to skid, swerve or overturn at slight provocation.

The Hupp-Yeats is a town-car built for the Twentieth Century, not the seventeenth. The body is hung low, increasing the comfort of the passenger and making skidding or swerving an impossibility under any ordinary conditions. It is as easy to enter or leave as to step from one room to another.

This low-hung construction permits a beauty and grace of line impossible to the

high-bodied coach. Any one who has seen the two side by side will admit this without question. And it makes a car marvelously easy to handle. Even the Imperial Limousine—the largest and finest electric coach manufactured—or the De Luxe Coupe, which stands at the head of four-passenger electric cars, may be readily driven by a young girl.

In appointments the Hupp-Yeats maintains the same superiority. For the Imperial and Royal Limousines, and the De Luxe Coupe, the art centers of the world were searched to procure the most exquisite fittings. And in every model the utmost care has been taken to embody the fullest degree of luxury consonant with good taste.

## SEE THE HUPP-YEATS AT THE SHOW

At the Boston Automobile Show the Hupp-Yeats exhibit is located in Booths 240 and 241. Visit it and you will see some of the most beautiful examples of the coach-builder's art ever produced. And remember that the safe, beautiful, low-hung construction is exclusive to the Hupp-Yeats; though other manufacturers are adopting the unpated features of it as fast as they dispose of their old-fashioned coach bodies already on hand.

6 MODELS—\$5000 to \$1750

R-C-H CORPORATION, Detroit, Michigan

BOSTON BRANCH, 563 Boylston Street

Tel. B. B. 3394

## LEFT-HAND-DRIVE IS ADOPTED BY HIGH-PRICED CAR

Stoddard-Dayton Latest Designs Have Steering Wheel on Left Side of the Center Control

Growing preference for cars built with left hand drive and control levers in the center is indicated by the adoption of this design for the Stoddard-Dayton "Knight" six-cylinder car. The Dayton Motor Car Company claims to be the first maker of high-priced cars to place the driver's seat on the left and design the control system so that the levers may still be operated with the right hand.

Driving in congested traffic is said not only to be made easier with the left hand steer and control but it is possible to comply with the traffic rules in every respect without inconvenience to passengers. The laws of so many cities compel cars to stop at only right hand curbs, the public now demands that cars be equipped to meet these exigencies rather than to continue to force occupants of front seats to walk around the car, regardless of conditions.

With the wheel on the left the driver can alight directly on the curb and he is given a better opportunity to judge the distance between the vehicles he meets, which is regarded as more important than gauging distance between the sides of cars that pass at relatively low speed. Radical as the left hand drive and center control may seem, it is claimed to be the logical place for it, and those who have driven cars so equipped have expressed themselves emphatically in its favor.

**CARE OF ACETYLENE GENERATOR**  
Acetylene generator pipes and passages should be blown through periodically to be sure they are clear, and if there is a cotton filter for the gas this should be changed occasionally. Especially should it be seen that the different parts of the generator go together freely and that they can be fastened in accordance with the maker's instructions.

**CLEANING ALUMINUM**  
By using a rag soaked in turpentine, grease and dirt are quickly removed and a lacquered appearance given to the surface of aluminum. Dirt and grease do not seem to adhere so readily to the aluminum after it has been so cleaned as when gasoline or kerosene have been used.

## No-Rim-Cut Tires 10% Oversize

Save \$1,000,000 Monthly

Goodyear No-Rim-Cut tires now far outsell any other make.

The multiplying demand is sensational. The present demand is three times larger than one year ago.

We have proved that these tires cut tire bills in two. And tens of thousands of users have proved it.

Based on present demand, that saving this year means a million a month to motorists.

## 900,000 Tested Out

That demand is based on actual experience with 900,000 Goodyear tires.

The demand is increasing by leaps and bounds because of what users say.

It has reached a point where no other tire compares in sales with Goodyears. And it is the motor car millionaires who are tested for these tires this year.

**The Reason Why**  
Men who know that one tire can't rim-cut don't want tires that do.

When oversize tires cost the same as the skimpy, men want the oversize.

Statistics show that 23 per cent of all ruined clincher tires are rim-cut.

Men want to save that 23 per cent.

Experience proves that 10 per cent oversize, under average con-

ditions, adds 25 per cent to the tire mileage.

Men want that 25 per cent.

And No-Rim-Cut tires now cost no more than other standard tires. So men naturally want the best.

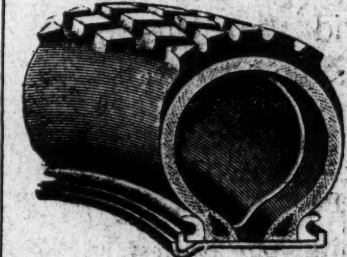
**The Only Way**  
We control by patents the only way to make a satisfactory tire of this type. Our Tire Book will prove that to you.

There are only two ways. One is to cling to old-type tires—the hooked-base clincher tires. The other is to get the Goodyear No-Rim-Cut tires and cut tire bills in two.

The figures show that men who know choose the latter way.

Our 1912 Tire Book—based on 13 years of tire making—is filled with facts you should know. Ask us to mail it to you.

## The New Bulldog Grips



## GOODYEAR

## No-Rim-Cut Tires

With or Without Double-Thickness Non-Skid Treads

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio.

This Company has no connection whatever with any other rubber concern which uses the Goodyear name.

(495) Boston Branch, 669 BOYLSTON STREET.

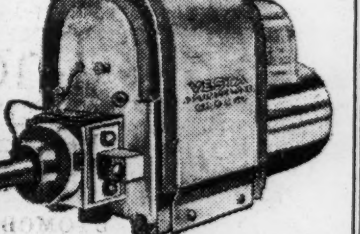
Telephone Book: Day 3395, 3396, 3397, 3398.

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INSTALLED AND CAR WIRED FOR \$137.50.

Furnished as standard or special equipment on

STEARNS STODDARD DAYTON

VEHICLE MARQUETTE

CHALMERS PULLMAN

EVERETT HAYNES and others

Boice-Perrine Co.

601 Boylston St., Boston

Batteries recharged for 15 cents.

SEE THAT YOU HAVE

## Efficient Cylinders

True, Round and Straight Saves Gas, Increases Power

REBORING AND GRINDING

Crank Shafts Straightened. General Machine Work.

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TIRES Recovered and Repaired

Some very good NEW SECONDS. Satisfaction guaranteed.

THE HUB VULCANIZING CO.

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Radiator, Lamp and Wind Shield REPAIRING. PLATING, OXIDIZING, ENAMELING

MAGNETOS REPAIRED OF ALL MAKES

We CAN solve your ignition problems.

BURKE & AUCOCK

IGNITION SPECIALISTS

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AUTOMOBILES REPAIRED, UPHOLSTERED AND REPAIRED TOPS RECOVERED TOP ENVELOPES SLIP COVERS 1901 MASSACHUSETTS AVE., CAMBRIDGE, MASS. Tel. 351 Camb.

## AUTOMOBILE REPAIRING AND OVERHAULING

Highest work at lowest prices. All work done with personal attention.

FRED. W. SMITH

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## New and Second-Hand Tires

REPAIRING Highest Cash Prices for Old Tubes and Tires.

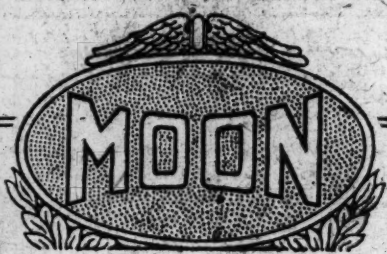
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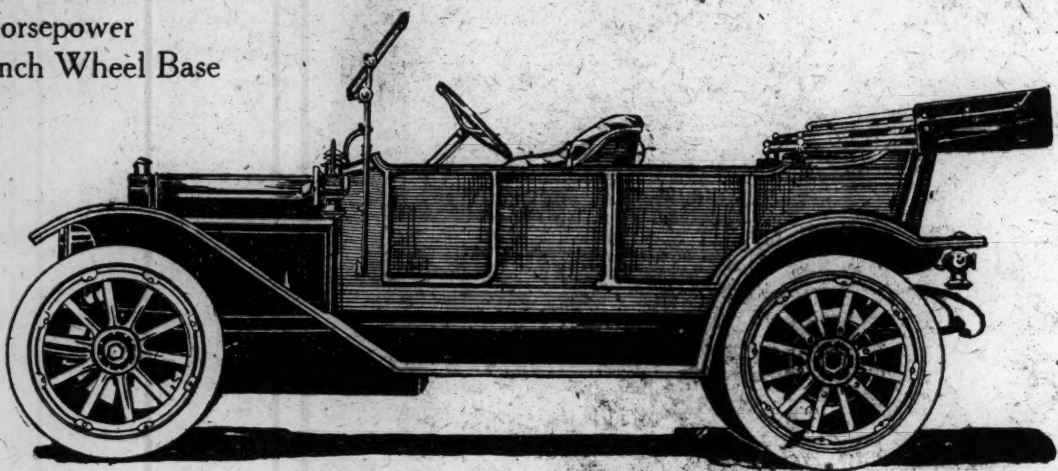


## Model "40"

40 Horsepower  
120-inch Wheel Base



## Self-Starting



\$1,800

Demountable  
Rims  
36x4 tires.  
Nickel plate and  
black enamel  
finish—most com-  
plete equipment of  
details imaginable

*"Two generations of mechanical experience  
back Moon Cars."*

The MOON Model 40 is a development of all our experience in making automobiles. It is what an ideal automobile should be. It easily accommodates five passengers; powerful, easy to handle, and durable. In addition, it abounds with those little luxuries, numerous refinements, and carefully worked-out details that distinguish a mere horseless vehicle from a high-grade automobile.

To accomplish these objects the Model 40 was built—the price figured afterwards—although always keeping in mind that the policy of the MOON Company has been to give a greater automobile value for a lesser sum.

CAREFULLY CONSIDER THESE DETAILS that contribute to the comfort and refinement of the Model 40, and you will appreciate the inherent value in the car.

Self-Starting device.  
Demountable and quick-detachable rim.  
One spare demountable rim.  
Prest-o-lite tank.  
Improved type of Stromberg carburetor  
with hot-air jacket.  
Electric Tail and Side Lamps.

Ebonized and mahogany finish.  
Big safety-grip steering wheel.  
35-inch by 4-inch tires.  
Magneto and battery forming dual  
ignition.  
Genuine honey-comb radiator.

Extra large seasoned spokes, 154-inch  
diameter.  
Full floating rear axle.  
T-head motor.  
Multiple disc clutch.

ANDREWS-DYKEMAN CO.

18 Columbus Ave. Telephone Oxford 3395

PICK LOW COST CAR  
OF SUBSTANTIALITY  
RATHER THAN SPEED

Writer in London Post Says  
That It Is Not Possible to  
Get Both for Moderate  
Money

35-MILE MAXIMUM

When you are choosing a car, says the London Post, if you are a man of moderate means, do not be taken with the speed or power the machine will develop, rather look at the design for substantiality, for you cannot have it both ways for modest money. If you want much dash and show you have, in any case, to pay for it in the time, if not in the mechanism.

The biggest motor manufacturing business in this country has been built up chiefly on the principle of not allowing the cars made to have too much "ginger" in them. But there is the difference between the public that wants a cheap car, which to give satisfactory results must be of moderate speed—the maximum along the level at about 35 miles an hour—and that public which, like the commercial traveler class, must have speed with lightness, therefore, the coming out of vehicle that is to supersede motor cycles and trailers, or side cars, probably in a year but certainly in 18 months or two years' time, is the motor cycle type of machine with which you can get really high speeds with life bills amounting to no more than motor cycle costs.

The cheap car of comparatively restricted speed possibilities, however, is one which can give you luxuriously refined degrees of riding, whereas the motor cycle type of machine, being very light, must necessarily in any case at times bounce about on the road.

Inasmuch as practically the whole future of the pleasure motor vehicle movement is bound up with the gradual development of motor engineering, until machines shall be produced that will be within the range of all classes down to those who can now afford only the cheapest sort of motor bicycle, and that the expansion of the movement is going to be dependent almost entirely on recruiting owners of limited means, there can be no motorizing topic more worthy of continuous attention. So much may be done to avoid dissatisfaction by timely education of the public as to what value it shall be possible to obtain for its money from time to time as the industry develops.

Half the trouble in the early days even as today arises from the fact that the average would-be motorist seems to the manufacturer to want everything for nothing, while the motor manufacturer's cheaper efforts too often seem poor to the public that tries them; because that public expects the equivalent in every respect of a 50-horsepower six cylinder \$7000 car for about \$2500 and \$75 a year running costs for some 15,000 miles.

LIFE OF THE CAR  
IS MANY YEARS

How long is the life of a motor car? That is a question that frequently has been asked and which has never been correctly answered. This is because motor cars have not been with us long enough to see how long one will wear. Many of the first cars built in this country and Europe are still in active service and if these pioneer vehicles will continue to perform satisfactorily it is only reasonable to assume that the latest model of a standard car will last a lifetime. H. R. Gragg, a packer and importer, of 830 East avenue, Rochester, New York, has a 1906 Premier that has been run, according to his statement, 150,000 miles. He also expresses the firm belief that he will run it 150,000 miles farther, which, at the past rate, would bring him and the car up to 1918. Even then the Gragg car should not be at the end of its career. Mr. Gragg states that the chassis of his car is as good today as the day it was purchased. The chassis will outlive the body and when the original body has been worn out, another can be substituted, either a motor car body or that of a delivery wagon. According to Mr. Gragg's statement his 1906 Premier started its career with a 2500-mile tour that in strenuous and road hardships has never been surpassed. It has never been idle since and it is the intention to keep it moving.

BAR SPRINGS SHOULD BE GUARDED Because of the simplicity of application of the bar spring to existing machines, as well as its low initial cost, there are times when it is preferable to any other style. In commercial vehicles it is always to be preferred to any devices which are applied to the axles or driving gear because it is not dependent on the condition of any other portion of the mechanism, such as the chains and sprockets. It always should be guarded by means of a stout chain linking it to the chassis in such a way that it can not be reversed in case it finds a footing in soft earth.

GOODYEAR TIRES  
IN ALL SIZES AT  
THE AUTO SHOW

Exhibit Includes Two Particularly Large Ones of No-Rim-Cut Type With Non-Skid Treads

From its triumph at the New York and Chicago automobile shows, where no man can claim to have more cars than any other make, the Goodyear Tire & Rubber Company is busily engaged in installing its exhibit for the Boston show. The leading Goodyear line—no-rim-cut tires—will be there in all the popular sizes, plain and non-skid, as well as in addition to the regular clincher and steel types. Two especially large no-rim-cut tires with non-skid treads, one 44x5½ and the other 30x6, are included in the exhibit, to refute the more or less common report that the making of pneumatic tires as large as that is a difficult matter.

Unusual interest attaches to the aeroplane tires, fabric and accessories that are in the Goodyear exhibit. This is said to be the most complete line of aeroplane and balloon necessities ever exhibited at a show. There is also a complete showing of motorcycle tires. The Blue Stripes are most prominent in this department, and the Goodyear is already prepared with tires for the new standard motorcycle rims. The Goodyear Air Bottle will have a daily exhibition. A glass show case will contain a full line of Goodyear accessories and repair materials. The aeroplane accessories will include such things as shock absorbers, springs, bumpers, etc.

In solid tires the Goodyear Company will have an unusual showing in equipment for motor trucks. Out of its solid exhibit the Company will select three types of tire for special emphasis: an individual block tire, guaranteed for 8000 miles, made in dual type only; the Goodyear solid demountable tire, made dual or single and guaranteed for 10,000 miles, and the Goodyear metal base tire, of the permanently attached type.

PLACING GEAR STRIKING RODS

It is advantageous to have the gear striking or "pull-out" rods from the gear box taken from some point above the parting line of the two halves. By this means, any possible leakage which may result when the bushings of these rods have become worn is obviated, the gearset thus being rendered much cleaner than otherwise would be the case, while as a secondary, though perhaps more doubtful advantage, the effect of being able to lift on the actuating members with the cover also is to be considered.

VALVE TAPPING TROUBLE

Valve tapping trouble is quite like a faint gudgeon pin knock in its effect. Hardness of the seating in the cylinder, irregular timing, or a spring which is too strong, are some of the causes, but nothing among all the ailments of a motor is more difficult to rectify than this, and it can only be done by experiment.

REPLACING RADIATOR FINS

Replacement of broken radiator fins can be made perfectly by the oxyacetylene welding process, provided the torch is applied for a very few seconds only. It is not necessary to make a perfect joint; all that is required is to stick the broken piece on. Of course, if the torch is applied too long and the cylinder unequally heated thereby, distortion is bound to take place.

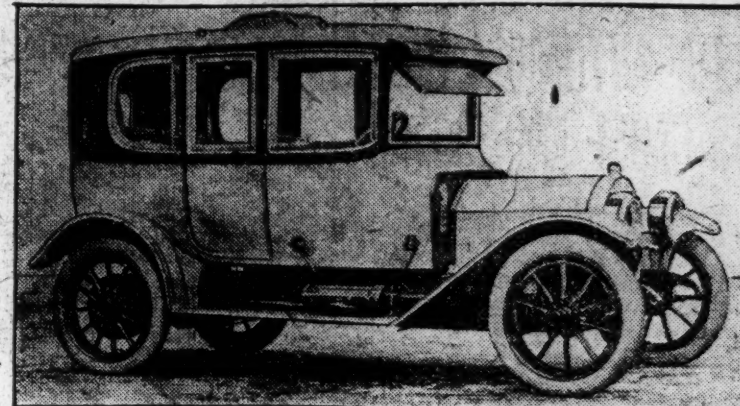
DYNETO ELECTRIC LIGHTING SYSTEM

FOR AUTOMOBILES AND MOTOR BOATS

Nothing better in use, smallest machine in use of equal capacity, weighs but 19 pounds. Come in and see the Dyneto if you are looking for the best outfit made.

N. E. SALES & EQUIPMENT CO., 188 Columbus Ave., BOSTON

MARMON FIVE-PASSENGER LIMOUSINE



HOW THE B. F. GOODRICH CO.  
MAPS AND MARKS HIGHWAYS

Route Selected First, Then Surveys Obtained, Route Plotted on Maps, Markers Located, Maps Converted Into Drawings and Route-Book Made Up

When the B. F. Goodrich Company of Akron, O., began its enormous task of marking the highways of the United States and publishing route books the need of expert direction was soon felt.

Few people realize the difficulties connected with such a work. The selection of the best routes, finding the points along the routes where signs are most needed, preparing maps and route descriptions, calculating mileages, correcting mistakes, that often occur in data gathered, having the signs made and directing the crews, these are only a few. Raymond Beck, formerly of the touring department of the Automobile Club of America, is in charge of the work. Years of experience in outlining tours have made Mr. Beck a recognized authority on such matters all over the country.

In selecting a route to be marked the object is to choose the most traveled way with the best touring connections, the marking of which will benefit the greater number of motorists. This work has been determined maps must be secured covering the entire region. If there are no correct surveys of the section the bureau prepares one. The route is next plotted on the maps, and the location of the markers determined, where they will be of the greatest value to the tourist.

After the signs are made the erecting crew carries a supply of them and a duplicate of the survey maps, with the line of the route and location of the markers indicated. Any possible mis-

takes that may still appear on the map are marked by the crew and the corrected maps are returned to serve as the basis of the route book for that district.

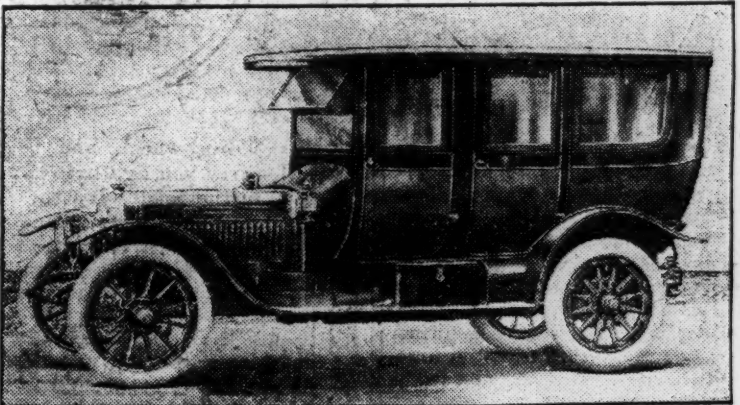
These corrected maps are converted into drawings, with the Goodrich route so indicated that touring directions are unnecessary. This is a distinctive feature of the later Goodrich route books, and a great advantage over the old style map.

Seven route books, including Cleveland to Atlantic City and Philadelphia, one of Southern California, and another of the Ideal Tour in New England, have been published. Others are in preparation. Eight books will be required for the Pacific Coast territory alone. The markers in that section will eventually extend into Canada. In the meantime, still another crew has been busy in the middle West.

During the winter months attention is being directed to the south. The principal roads in Florida, Georgia, North and South Carolina, Virginia, Maryland, Pennsylvania, Kentucky, Tennessee, Alabama, Arkansas, Texas, Kansas, Colorado, Nebraska, Missouri and Illinois are being mapped out by the touring bureau. Work will continue in northern California at the same time, and the northern states will follow.

The Goodrich touring bureau has been placed at the service of any motorist who wishes to have a tour outlined. Full touring directions will be given and any questions the tourist may have will be cheerfully answered.

LOZIER KNICKERBOCKER FOR 1912



FLOODING A CARBURETTOR

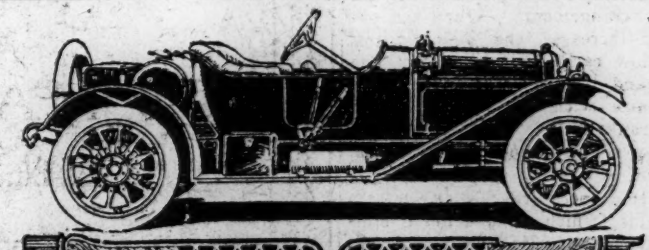
Many people seem to think that the process of flooding a carburetor must necessarily have the effect of causing a fountain of gasoline to issue from the jet; and, with this idea in view, the float, by the operation of the protruding end of the needle valve, is jerked violently up and down. This is quite unnecessary, and must in time have the effect of damaging the float, followed by the heavy consumption of gasoline, loss of power, overheating and other troubles. The same temporary excess of gasoline, which is sometimes required to start an engine easily, can be obtained by merely lifting the needle valve, and so depressing the float when toggles are included in the design, or depressing the valve when float and valve are directly coupled.

MAKESHIFT LOCKWASHER

It is possible to secure a workable substitute for a lock washer or regular lock nut by using two plain nuts screwed together with a little "grummet" of waste or spun yarn between them. After setting home the first nut, the thread of waste should be twisted around the bolt, close to it and in such a way as to cause it to imbed in the roots of the screw where the second nut is destined to come.

CARE OF OIL FUNNELS

Oil funnels should always be kept clean. Although strainers are used, metallic dust is likely to settle on them if not clean. This will in the course of time accumulate until there is a large enough amount to have an injurious effect upon the bearings.



**STUTZ**  
"The Car That Made Good in a Day"  
Be Sure and Visit Our  
Exhibit at the  
AUTOMOBILE SHOW  
EMPIRE MOTOR CAR CO.  
121 Massachusetts Avenue  
BOSTON





## PERIODIC VIBRATION IN THE AUTOMOBILE; ITS CAUSE AND CURE

Generally in Six-Cylinder  
Cars—Due to Irregular  
Oscillation at Certain  
Speeds

### BRITISH INVENTION

Periodic vibration is a state of affairs which is observable on all six-cylinder engines, and, to a lesser extent, on four-cylinder engines, which are reasonably smooth-running as regards their normal balancing arrangements, says M. C. Hillick in the Automobile.

This periodic vibration manifests itself at certain definite engine speeds, and when such a period is reached a tremor is felt throughout the car. As the engine speed rises above or falls from this critical value the vibration dies down and normal running is resumed. The occurrence often is a source of much perplexity and the cause of diligent search over the car for some loose part.

The periodic vibration trouble is of much greater magnitude in the case of a six-cylinder engine than in a four, the reason being the greater length of the crankshaft. When engines were more noisy and less smooth than they are today, the four-cylinder engine tremor was rarely observable—it was lost in the various other rattles and noises. But the six-cylinder vibration, since it is much greater in magnitude, has for long been known—though the cause was more or less of a mystery.

So, before discussing the possible cures of the trouble, it would be well to give some idea of the causes. Every one knows that a spring has a certain definite rate or period of oscillation; that is, if a spring which is loaded within its normal limit is deflected and then released, it will swing up and down at a certain definite rate, the duration of the periods being called its time of oscillation.

Now a spiral spring is in reality the same as a long shaft which is being subjected to a torsional or twisting force, and hence the shaft which is twisted with intermittent motion exhibits the same effects as a spiral spring which is carrying a varying load; that is, the shaft will oscillate to a certain extent with a comparatively small amplitude, this amplitude varying proportionately with the load. But if the period of oscillation caused by the variation of the load happens to coincide with the natural period of the shaft, then the amplitude of the oscillation becomes greatly increased. If the impulses which cause the variation of the load happen to continue at this particular rate, the abnormal oscillation of the shaft will also continue, dying away to its normal value as the rate of variation of the load increases or decreases again.

With this in mind, the explanation of the thrashing trouble should prove to be quite easily intelligible. The shaft above referred to is the crankshaft—by its shape very much less stiff than a plain shaft and therefore more liable to oscillation. In fact, a six-cylinder crankshaft of the usual form possesses less than half of the stiffness of a straight shaft of the same diameter.

The period impulses are supplied by the explosions, as they occur successively on the six crank throws of this comparatively springy shaft. At low speeds the variation of load will usually be much slower than the natural oscillation rate of the shaft, but as the speed increases, the period impulses will at length have the same time as the crankshaft period and then the oscillation will become bigger and bigger, like the working up of a swing boat which receives small impulses just at the correct moment at the beginning of each swing. When this state of affairs is produced vibration is set up and a tremor is apparent throughout the car.

This tremor is caused not only by the fact that the drive becomes irregular at this speed, but also because the twisting oscillation of the crankshaft, comparatively small though it is, suffices to vary the actual crank angles and thus to destroy the efficiency of the balancing arrangements. When the engine speed increases, the explosion impulses follow each other at lesser time intervals and the load variation ceases to harmonize with the natural period of the crankshaft. Thus the tremor will die down and normal running again be resumed.

When the speed reaches a certain higher value, which is a definite multiple of the former rate, the tremor will be likely to occur again and so on right through the whole range of speed. In the ordinary car engine, however, there is usually only one period of vibration, the higher periods coming above the normal speed of running.

The period in any particular engine is quite above the range of calculation and is a matter to determine by experiment. On some well-known engines it occurs at a speed of 300 revolutions per minute, or about 10 miles an hour car speed. On other engines the tremor is not felt till the engine is doing perhaps 1500 revolutions, and the car is traveling along at 40 miles an hour or more.

So much, then, for the causes of the

crankshaft vibration; it exists, as has been said before, on all engines; in general the more silent and the more refined the engine the more likely is the thrashing trouble to be observable. This point deserves mention, for to the uninitiated it might seem that vibration trouble of any sort was a sign of bad design or faulty workmanship.

And now for the cure. A considerable amount of investigation of the subject has been made by F. W. Lanchester, a British automobile engineer, and it is his vibration-damper which is fitted to

various English engines. It consists, in effect, of a flywheel which is connected to the front end of the crankshaft by means of a disk clutch-attachment (of the standard automobile form, with 24 steel disks, but with reduced spring pressure) so that a certain amount of relative motion between the driving and driven portions is possible. As long as the crankshaft turns with uniform motion, the clutch will drive the flywheel uniformly, but as soon as any irregular motion takes place the clutch will begin to slip. When such relative motion or slipping

of the clutch does take place, there will be an absorption of power and this is the reason why the device serves to damp out the vibrations. As soon as the periodic oscillations begin, the drag of the frictionally driven flywheel exerts a damping effect on any differential motion between the driving and driven parts, and hence the oscillations are prevented from mounting up to the stage where their effects can be felt as a tremor throughout the car. In actual practice, there is no possible doubt as to the effectiveness of the device; any one who makes a trial of

a car thus equipped is compelled to admit that vibration is entirely non-existent at all speeds.

**HOW CARBON DEPOSITS ACT**  
Carbon is a poor conductor of heat, and when deposited on the cylinder walls it acts as an insulator to keep the heat from the gases from the water of the cooling system. Therefore the cylinders become overheated. After a while, if still neglected, the carbon will become so hot that it will ignite the incoming explosive mixture.

**TO PREVENT RUST**  
The exhaust manifolds in time usually become completely covered with a heavy coating of rust. When these parts are new they are usually painted, but exhaust pipes become very hot, sometimes even red hot, any kind of ordinary paint will finally burn off, leaving the bare metal surface to become rusted. A very effective method of covering up this rusty surface is by the use of ordinary stove polish, which may be easily applied with a brush or cloth and then rubbed dry.

**PLANETARY GEAR BOLTS**  
Bolts which secure the several sections of a planetary transmission should be gone over occasionally in order to see that no looseness exists. While the loss of one or more of three bolts might not permit the gear to separate entirely, there is likelihood that it may so weaken the fastenings as to allow the gears to work slightly out of their proper mesh, or that the remaining bolts be sheared off as a result of being overloaded.

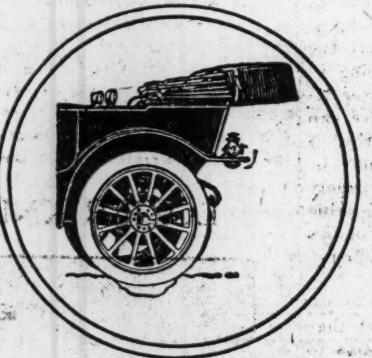
# That Rambler Cross Country Is a Great Car

*Read This and You Will Think So Too*

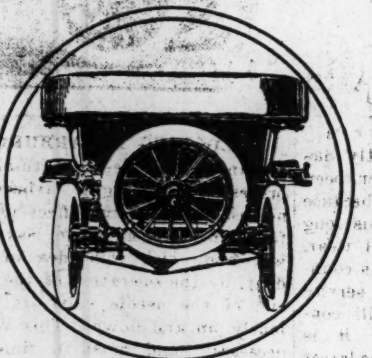
**\$1650**



A cushion soft and pleasing. Eight inch upholstery of finest leather and selected long hair—45 double acting steel spring coils. Rich in comfort, finished like club furniture.



Big wheels and tires help to carry you lightly over depressions in the road. It's the bumps that are unpleasant. You don't have to brace yourself and hang on in the Rambler.



Spare Tire on demountable wheel carried in rear, eliminates thought about tire trouble. This demountable wheel can be changed in five minutes.

It's a 38 h. p. five passenger touring car with 120 inch wheel base, 36x4 inch tires and demountable wheels—a rare combination of power, comfort and appearance.

It's long—it's low—it's roomy. Low with drop frame and new spring suspension. Long with front axle set forward and straight line torpedo body. Roomy with tonneau seat four feet wide—31 inches of leg room—enough for the tallest man—27 inches from front seat to dash and wide elbow room at the wheel. The most comfortable car in America selling below \$2500.

### Ride 200 Miles With Pleasure

Step into this car and you are dominated by a feeling of spacious ease and gratifying comfort. In a ten minute ride you grin in spite of yourself through rare delight. You may tour all day with pleasure and return without realizing the day is gone.

The upholstery is of such pleasing softness that one may ride without discomfort—cushions 8 inches deep made from finest selected long hair. Rear cushion has 45 double acting steel spring coils.

Front springs 39 inches long—rear 52 inches long—axle of I-beam type set forward under radiator—road clearance 10 inches—front edge of tonneau seat 9 inches ahead of rear axle—front seat 45 inches wide—120 inch wheel base and 36 inch wheels.

Now, do you wonder that it's the easiest riding—easiest to drive and easiest to turn around—no other make at \$2,500 can touch it.

### Delight to Drivers

You must experience the feel of that Cross Country wheel. It's a delight. Think of the unconscious ease with which you guide a bicycle. It's just that. Your arms enjoy it. Your legs are comfortable. Both levers are inside and the sound of the motor—just the sweetest hum that turns instantly in a snappy roar when the cut-out is open.

Silent, long and lean, with swift moving lines, the Cross Country has grace, a hint of speed and beauty of contour.

### Snap! Ginger! Power!

To drive this car is exhilarating. It runs like a spirited horse. You touch the throttle and it's away. In the traffic of Fifth Avenue it will creep along at 4 miles per hour—on the open road it tops off at fifty. It took Abbey Hill, New York, on high gear with five people, starting at 22 miles per hour and going 30 miles at top. It took Viaduct Hill on high, starting at 25, dropping to 12 at the crest and going at 18 at the top, passing two high priced cars going up in the gears.

It took City Line Hill, Philadelphia, on high, Rondout Hill at Kingston, N. Y., with 6 passengers and climbed State Street Hill, Albany, from river to Capitol on high with six passengers. It starts quickly and stops quickly—

a motor car virtue that is a great advantage. The braking surface is 400 square inches.

### Looks Like \$2500

A big car of exceeding beauty; few people have guessed its price on sight at below \$2500. Finished in English Purple Lake—a rare shade of deep maroon—trimmed in nickel, with bonnet, fenders and fillers in black enamel, with 9 1/4-inch lamps in black enamel and nickel. You'll find the same equipment on cars selling at \$2500.

Fenders of sweeping grace, radiator of new and distinctive design—doors 20 inches wide and open fully with no outside latches.

Rakish, low and balanced perfectly, you can put it around a corner in a jiffy and the rear end will hug the road.

### Why the \$1650 Price?

"Why such a car at this price?"

Here's the reason: For years we have built high priced cars, educated our mechanics to greater skill, developed our factory until we now are able to produce the Cross Country.

The Rambler was first to offer a real bicycle for less than \$100. The Rambler is now first to offer a real car below \$2,000. The public is ready. The Cross Country is here—it's the flag bearer for 1912—sure to be a Rambler year. To see this car is to want it—write for the name of the nearest dealer—ask for the Rambler Catalogue.

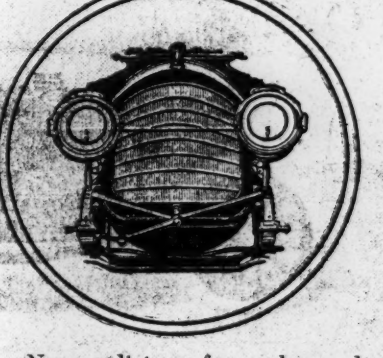
**\$1650**



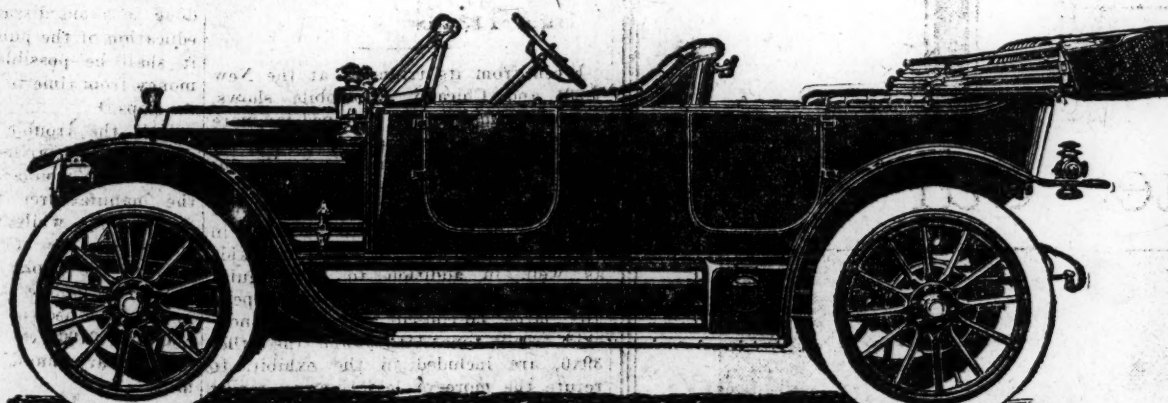
Lots of room in front and rear. 27 inches from seat to dash—31 inches from seat to seat in tonneau—rear seat 4 feet wide—plenty of elbow room at wheel. Three large persons may ride in comfort in tonneau.



Slight or heavy, tall or short, the steering pillar can be adjusted to exactly suit. Sit at the wheel for a moment and you'll want to drive—drive and you'll want to buy.



New radiator of popular and distinctive type—12,000 square inches of cooling surface—9 1/4 inch headlights, in black and nickel—radiator cap of exclusive design.



THE RAMBLER CROSS COUNTRY

**Equipment**—Bosch duplex ignition. Fine large, black and nickel headlights with gas tank. Black and nickel side and tail oil lamps; large tool box; tool roll with complete tool outfit. Roomy, folding robe rail; foot rest; jack, pump and tire kit. Top with envelope. \$80—wind shield, \$85. Demountable Wheel, less tire, with brackets and tools, \$80. Gas Operated Self Starter, \$50.

Other 1912 Models	
38 H. P.	
Roadster, 2 passenger	\$1600
Suburban, 4 passenger, Toy Tonneau	1,850
Sedan, Enclosed Drive, 5 passenger Coupe	2,500
Gotham Limousine, 7 passenger	2,750
50 H. P.	
Country Club, 5 passenger	2,250
Valleyrie, 4 passenger, Toy Tonneau	2,250
Moraine, 7 passenger	2,500
Greyhound, 6 passenger, Toy Tonneau	2,950
Metropolitan, 7 passenger	2,850
Knickerbocker Limousine [Berline type]	4,200

## The Thomas B. Jeffery Company

of New England

93 MASSACHUSETTS AVENUE,

BOSTON, MASS.

Exhibition Spaces 105 & 106 Dept B. at the Boston Automobile Show.

There you will find the Cross Country and the Crowd.



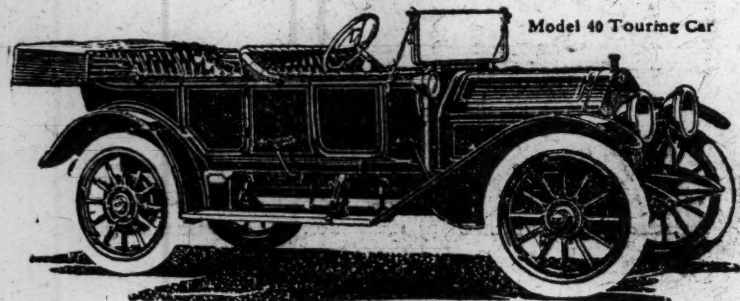
NEW YORK • PENNSYLVANIA • MASSACHUSETTS • WASHINGTON

The first and only automobile ever built that in itself performs all the labor of Electric Self-Starting, Electric Lighting and Ignition, Tire Pumping and the Automatic Regulation of Fuel Consumption.

1912

Inter-State

1912



Model 40 Touring Car

THE ONLY POWERFUL GASOLINE CAR A WOMAN CAN SAFELY DRIVE  
Every modern improvement and accessory of value is included in the equipment, without extra charge.

As Easily Controlled as an Electric Coupe.  
ELECTRICALLY STARTED and LIGHTED.

## Distinctive Inter-State Features—You Cannot Find Them All in Any Other Car:

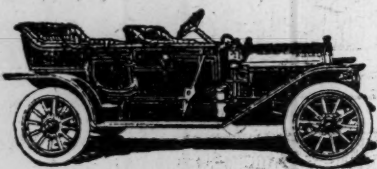
Long Stroke Motors—4½x5½ inches in "40's," 5x6 inches in "50" Models.  
Large Wheels and Tires—36x4 inches in "40's," 38x4½ inches in "50" Models.  
Demountable Rims—(Set of Five.)  
Power Tire Inflator—Instantly available and worked from motor power.  
Ventilated Fore Door Vestibules.  
Multiple Disc Clutch—Steel and Bronze 10 inch Discs, with Cork Insert Contact.  
Imported Annular Ball Bearings—Used throughout.  
Long Wheel Base—118 inches in all "40's," 124 inches in all "50" Models.  
Automatic Regulation of Fuel Consumption—Effectuated by a wonderful New Carburetor.  
Complete Electric Light System. Housed Valves and Valve Springs—Insuring Quiet Operation and Cleanliness.  
Dropped Frame Construction—Narrowed for short turning; the Drop allowing the low, straight line effect and giving great stability.  
Gasoline Gauge on Dash—Showing at a glance the supply and rate of consumption of fuel.

Luxurious Upholstery, Superb Finish, Dependability, Ample Power, Speed and Beauty.

The Car You Will Be Proud to Own.

The 40 and 50 Inter-State Models actually perform what automobile makers always promised. Every Motion and Function Controlled from Driver's Seat.

Model 40—5 Passenger, Fore Door Touring Car.  
Model 41—1 Passenger, Demi Tonneau.  
Model 42—Roadster Type—all with the splendid new en bloc motor, 4½ inch bore, 5½ inch stroke, developing 5 to 8 H. P. more than rated, 3 speeds forward and one reverse. **\$2400**



Model 50—7 Passenger, Fore Door Touring Car.  
Model 51—1 Passenger, Demi Tonneau.  
Model 52—Roadster Type—all with the new "T" head 5 inch bore, 6 inch stroke, 50 Horse Power than rated by actual test, 4 speeds forward and one reverse. **\$3400**

Responding to a demand for a Moderate Priced Self-Starting Car, we are offering two elegant models, 30-A Fore Door, 5 Passenger Touring Car, and Model 32-B Roadster, both of 40 H. P., and only exceeded in beauty of design and general excellence by our models "40" and "50." They are equipped with the "reverso" self-starter, have 118 inch wheel base, and 4 inch x 34 inch tires, and are the best value in America at the price.  
Model 30-A Fore Door, 5-passenger Touring Car, 40 H. P. **\$1750**  
Model 32-B Roadster, 40 H. P. **\$1700**

INTER-STATE AUTOMOBILE CO.  
MUNCIE, INDIANA

NEW ENGLAND BRANCH  
153 Massachusetts Avenue, Boston, Mass.

KANSAS • DAKOTA • ALABAMA • NEBRASKA • IDAHO

## ORDINARY GASOLINE OF COMMERCE SHOWS VERY LITTLE WATER

Two Fluids Refuse to Mix, so That Small Quantities of Latter May Be Removed From Fuel Easily

Although steam is extensively used in the refinement of crude oil, the gasoline of commerce may be said to be singularly free from water, says T. L. White in Collier's Weekly. Indeed, the two fluids refuse to mix, just as oil and water refuse to mix, which is a fortunate circumstance, for it enables such small quantities of water as may become accidentally entrained in gasoline to be readily removed by mechanical means.

It also affords a safeguard against dealers practicing the easiest of all forms of adulteration. In the case of gasoline, a tablespoonful or so of water to a tankful of fuel appears to be the extent of the trouble, and the presence of this impurity, like that of dust or filings, must be attributed to accident or at worst to carelessness.

So far as concerns actual combustion in the cylinder, the presence of much larger quantities of water than this would be quite harmless to "put the fire out." Professor Banki of Budapest ran a motor some years ago into which, by means of a separate carburetor, he injected water during the suction stroke, with the result that heat which would otherwise have been rejected into the water jacket was utilized to convert the injected water into steam during the expansion. The objection to the presence of water in gasoline is that, owing to its higher gravity and to the fact that it refuses to diffuse, it settles to the bottom of the fuel tank and finds its way thence into the float chamber of the carburetor, where it forms an effective water trap, cutting off the supply of gasoline to the motor. Such water is also very likely to cause the carburetor to freeze up, the evaporation of the gasoline with which it is in contact tending to reduce its temperature below freezing point.

There is no recognized way of detecting the presence of water in gasoline, nor is one needed, for it is simpler and quicker to remove any water present by filtering than to apply any test. The best filter is chamois leather, for, although gasoline passes with freedom through this material, it is impervious to water and, of course, to any impurities of a solid nature.

Gasoline strained through it is therefore "clean" in every sense of the word; and in any accessory store funnels can be obtained which are so constructed that the filtering surface is simple, the capacity sufficient to maintain a good filtering pressure, and the under side of the skin preserved from contact with any surfaces likely to obstruct the flow. Of course, the same purpose can be served by an ordinary funnel and a piece of loose chamois, but there is the attendant risk that the upper side of the leather in one filtering may become the lower side in another, in which case solid impurities accumulated in the first filtering would be washed into the tank in the second.

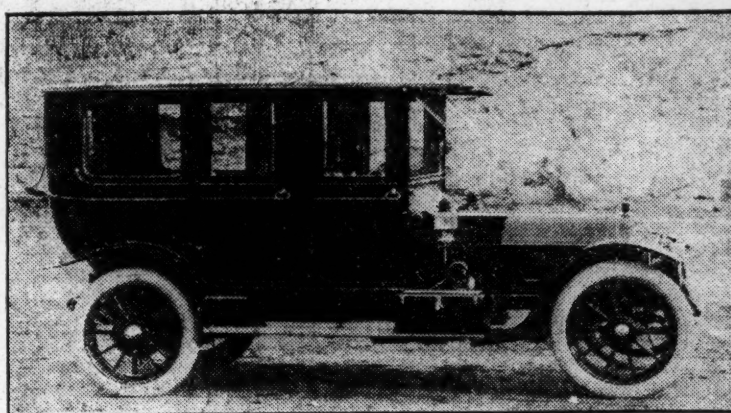
The tendency of gasoline and water to separate is so marked that it has been found practicable to use separating devices in which the water is simply trapped. As the fuel is poured it flows first to the bottom of a suitably designed container and having deposited there any water mixed with it, is caused to pass upward and through a wire gauze to remove solids.

The importance of securing clean gasoline, and the possibility of dirt or water finding its way into the tank after it has been filled, have led to the fairly common practice of inserting a filter in the pipe line between the fuel tank and the carburetor. In most constructions this consists of a trap, situated below the level of the fuel flow, provided with a pet cock for drawing off accumulated impurities and a gauze through which the gasoline passes upward on its way to the motor. Such devices may be procured easily and cost little to get.

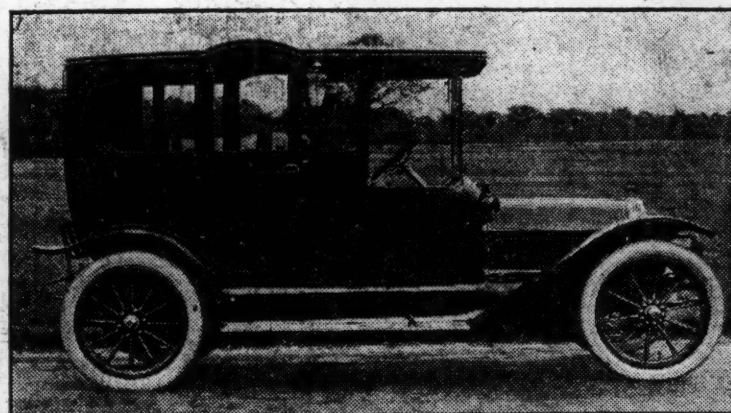
Though without practical significance, it is a curious fact that water, the universal fire-extinguishing medium, is absolutely essential to combustion. Perfectly dry oxygen is incapable of burning substances; when traces of water vapor are present flame with almost explosive violence. It is also noteworthy that in the recent experiments conducted under the direction of the United States department of agriculture it was found that alcohol diluted with one fifth of its volume of water was in no way inferior as a fuel to the pure product. Nor was there any separation of water in the carburetor.

**TO TIME A TWIN-CYLINDER**  
To time a twin-cylinder engine, first make sure that the timing gear is marked, then set it according to these marks. If it is not marked, it is best to follow the accepted rule and get the valve to close when the piston is dead on the top of its stroke; then test the engine for running, and if it is found that it is not giving its original power, set the valve to close one tooth back. The more lead given to the exhaust the faster the engine will run, even though it may not pull so well.

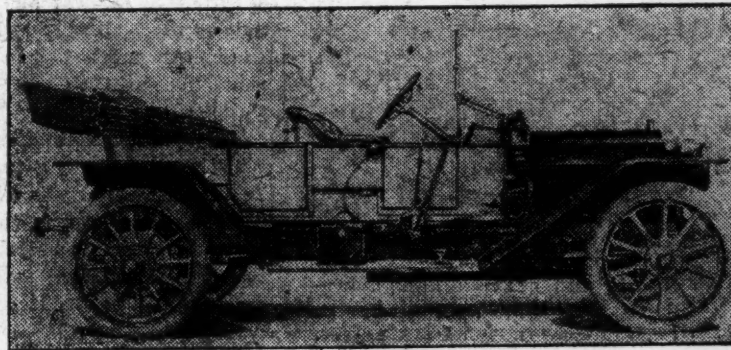
## MATHESON SILENT SIX LIMOUSINE



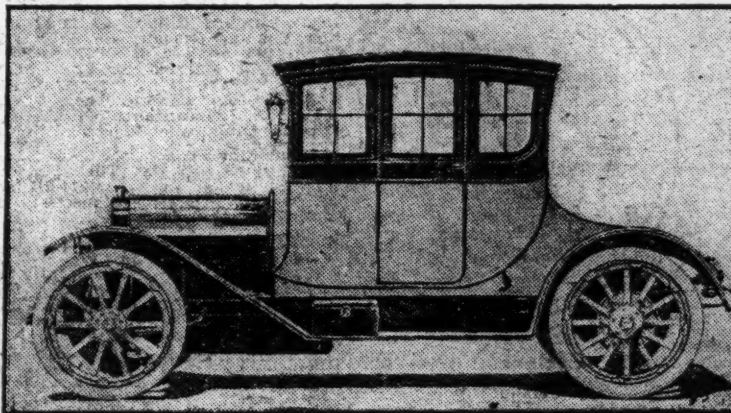
## PIERCE-ARROW LIMOUSINE FOR 1912



## MARQUETTE TOURING CAR FOR 1912



## MOON COUPE FOR 1912



## NOVEL SYSTEM OF TEACHING HOW TO OPERATE AN AUTO

Western Agent for Studebaker Corporation Has Quick Way of Showing Buyer Necessary Facts

The simple control system of a modern motor car and the ease with which it can be mastered by a driver with no experience whatever are illustrated by a plan of instruction in use at the place of business of a big Studebaker dealer in an Ohio city.

"From the raw novice to the finished expert in two hours" is the claim made for this system by its originator.

The dealer had been selling E-M-F "30" and Flanders "20" cars so rapidly that he found himself unable to spare the time needed to teach his beginners by the usual method. Accordingly he has worked out a short cut which he finds better in every way.

He takes each novice to a courtyard back of his garage and has the rear end of the man's new car jacked up until the wheels are an inch or more off the ground. He starts the motor and spends about 10 minutes explaining the theory of gear-shifting and the simple method by which the car is controlled. Then he leaves the novice to himself for about an hour with orders to use his imagination and act accordingly. When the hour is up, he puts the pupil through a short examination on imaginary emergencies and turns him loose alone. Graduates of this school are invariably capable of getting their cars home without trouble. After a day or two of experience where traffic is thick, they are able to drive anywhere, with all the cool confidence of veteran experts.

The inventor of the plan says it is perfectly logical.

"Instinct," he maintains, "tells even an inexperienced driver how to steer his car. Gear-shifting is really all he has to learn. When he has made that detail one that he can care for without stopping to think he can go anywhere, I've always claimed as much; now I've proved it. Give a man—or woman, either—a simple car like an E-M-F or

Flanders and he can teach himself to drive in a few minutes."

Many a man who has learned to drive in this way has, according to the dealer, taught other members of his family at home, jacking the car up inside the garage.

## WHITE SIX-CYLINDER SELF-STARTER FOR 1912 VERY POPULAR

Car Embodies Same Principles That Has Made This Make of Automobile Well Known in Past

In exhibiting a self-starter six-cylinder car with block motor, the White company will live up to its high reputation in motor car construction. Two years ago, for example, the center of interest at the show was the White "30"—the first car built in America having the long-stroke, cast-in-block motor, with all intake and exhaust passages, and water jackets and manifolds cast integrally.

Last year marked the advent of the White "40," embodying the same features of construction that caused the "30" to attain such instant popularity. This year the feature of the White company's exhibit at the Mechanics building is a new self-starting six-cylinder "60" embodying the same principles of construction that are already so well known in White cars.

Just as in the four-cylinder models, all of the intake and exhaust passages and manifolds, and all of the water-jacketing and manifolds, are in one casting with the cylinders of the "60," making the clean, clear-cut appearance of the White engine show up in sharp contrast to the conventional six-cylinder construction.

In addition to this, the "60" is equipped with an extremely simple and efficient electric self-starting and lighting system, which is especially serviceable in connection with the left-hand drive construction of the car, making it possible for the driver to enter the car from the curb, without being obliged to go into the street to start the car, light the lamps, or get into the seat.

The starter is in the form of a motor-generator, directly connected to the engine by a silent chain, and is operated by storage batteries hung from the frame of the car, out of sight, but easily accessible through a trap-door in the floor of the tonneau. These batteries are of sufficient power to turn the engine over for continuous periods of more than a half an hour, making the starting of the engine absolutely positive, even in the coldest weather.

The body designs for this car, including five and seven-passenger touring, roadster and Berline types, are handsome examples of the latest ideas in this line. The touring bodies are straight lined, with fore-doors and with all hinges and door handles concealed, giving the car an extremely clean-cut appearance. The car is already sharing the popularity and approval which the "30" and "40" models have achieved, and will especially appeal to those who appreciate the most advanced construction and refinement of design.

The name "White" has for years stood for straightforward, high-grade manufacturing. The White factory is one of the strongest and best equipped manufacturing plants in the world. This large equipment, together with its practically unlimited financial resources, has enabled it to carry on an extensive engineering and development work.

Henry Ford wrote a great prescription for the removal of dead weight in automobiles when he prescribed Vanadium Steel. It is the most expensive—and the toughest steel. Scientifically heat treated, this steel defies shock and vibration. It doesn't crystallize.

By the use of Vanadium Steel the weight of Ford Model T has been reduced to the minimum—60 pounds to the horse-power. At the same time it is a car that has no equal in the world for qualities of durability and cheap maintenance.

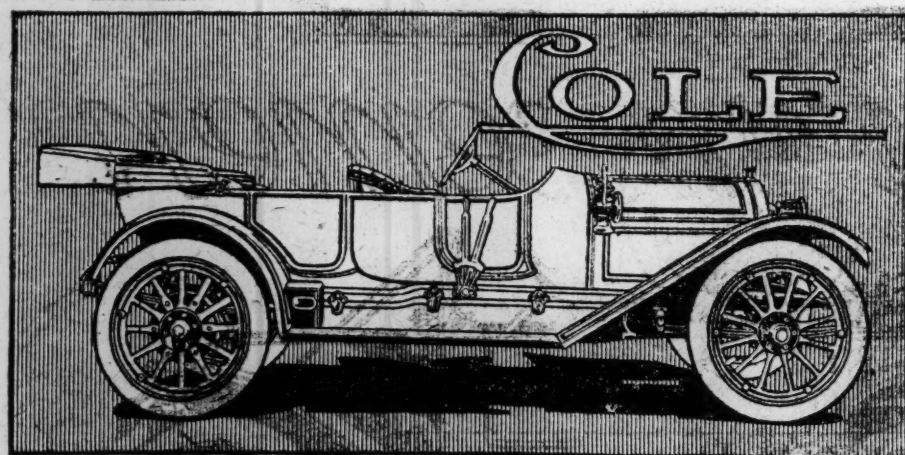
Ford branches and dealers in all cities, towns and villages are at your elbow with Ford Service for Ford Owners.

Ford Model T Touring Car, 4 cylinders, 5 passengers, fully equipped, f. o. b. Detroit	\$690
Ford Model T Torpedo, 4 cylinders, 2 passengers, fully equipped, f. o. b. Detroit	\$590
Ford Model T Commercial Roadster, 4 cylinders, 8 passengers, removable rumble seat, fully equipped, f. o. b. Detroit	\$590
Ford Model T Town Car (Landulet) 4 cylinders, 6 passengers, fully equipped, f. o. b. Detroit	\$900
Ford Model T Delivery Car, capacity 150 pounds merchandise, fully equipped, f. o. b. Detroit	\$700

The ONE chassis with different bodies.

Write today for booklet on "Vanadium Steel" and learn the quality of Ford construction. Address Dept. 1, Ford Motor Company, Detroit.

Boston Branch, 147 Columbus Avenue



The Cole Touring Car—Four Passengers.

122-inch Comfort

COLE

PRACTICALLY every car at the "Cole" price is reliable.

The price permits of quality construction. That is why it pays to invest at least \$1800 in a car.

With reliability assured—consider comfort. Comfort is the distinguishing feature of the high-priced car. Comfort adds pleasure to about-town spins and takes the exhaustion out of long tours. The appearance of comfort constitutes motor car style and beauty.

The chief requisite of comfort is a long wheelbase. The Cole has a 122-inch wheelbase—every inch for comfort. (Wheelbase is the distance between the front and rear axles.) This long wheelbase smooths out the road bumps and smoothes motor vibration. It allows for a great roomy, luxurious tonneau.

And the big Cole has a reliable Self-Starter, the well-known Ward Leonard Dynamo Electric Lighting System, and Demountable Rims. It has a silent unit Power Plant; 36-inch wheels; Bosch dual ignition; full-floating rear axle. In short, the Cole, from every standpoint, is the car for easy riding and ease of mind. And back of the Cole is OUR service. Ask any Cole owner what that means. Three closed car models and four open cars—\$1885.

Visit our exhibit at the Automobile Show

G. E. & H. J. HABICH CO.

117 MASSACHUSETTS AVENUE, BOSTON



## AUTOMOBILE HAS NOW BECOME A UTILITY AND IS GENERALLY RECOGNIZED AS SUCH TODAY

Has Played a Great Part in  
Cutting Down the Time  
Taken in Transportation  
the World Over

The automobile is a utility, says Thomas Neal, president of the General Motors Company. The broad recognition of this fact is attributable to the present wholesomeness of the automobile industry. That stage in the development of the automobile when the thought of pleasure or pastime or sport was the dominant note is past. Today the automobile is a necessity, recognized as an important factor in the business of the day. We do not hear so much about the danger of indulgence in the luxury of automobiles for the reason that a large majority of sales of automobiles are not made to those who can not well afford to purchase.

The big market for automobiles today is a legitimate one. The business man recognizes the automobile as much of a necessity as the telephone or the fast express train—or any other time-saving element that has entered into modern life. The automobile has shortened the distances and cut down the time waste in transportation from point to point.

As an industry, automobile manufacturing is in a healthy condition. The attitude of financial interest toward the automobile business has undergone a great change in the past two or three years. That the business is healthy is best indicated by the fact that of all the great industries of the country, the automobile business as a whole has been conspicuous during the past year for its freedom from uneasiness and unsteadiness.

The year 1912 bids fair to be the best year in the history of the business. The great national automobile shows indicate very plainly that the public interest is keener than ever.

It is remarkable to note the familiarity



THOMAS NEAL  
President General Motors Company

of the average layman with the construction and mechanism of the automobile, all of which indicates that the people have taken it into their lives as an accepted and intimate thing. The country has scarcely begun to feel the effect of the automobile in the development of the great agricultural districts. We are only beginning to feel its effect in its influence for road betterment. A short while ago many people were inclined to look upon the automobile as a destroyer of good roads. While, in a sense, this may have been true, it is only because the road engineers and road builders had not up to that time under-

Average Layman Is Showing  
Great Familiarity With the  
Construction and Mechan-  
ism of Various Cars

stood the right kind of road construction for automobile use. This is knowledge which naturally came after the automobile itself, and the knowledge is rapidly being applied to roads in all sections of the country. The result is that good roads follow the advent of the automobile, and it has thus become the greatest developer of road improvement.

I have barely touched upon the commercial side of the automobile. When we stop to consider what the car built purely for commercial purposes is going to accomplish in the world of commerce, the prospects are really almost too great to conceive.

The motor truck is no more of an experiment than is the pleasure automobile. Mechanically, it has arrived and simply awaits the application to modern delivery problems. This application, especially in the large centers, is going on at a very rapid rate. It is difficult to perceive now what may be the proportion of the commercial vehicle industry in the course of a very few years.

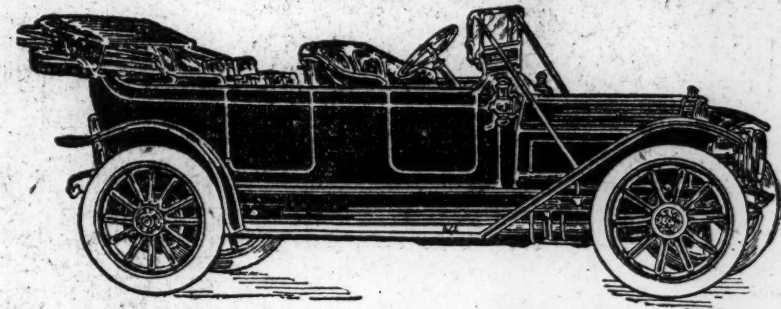
The whole idea of the motor truck is as broad as the subject of transportation itself and the business of manufacturing and selling commercial vehicles is one which must of necessity be confined to companies of large resources with the organization and financial ability to insure the purchaser of the right kind of protection on his investment, and of the permanent establishment of the business.

It is a very safe prophecy to make that there is not likely to be a great number of makes in commercial vehicles, as has been the case in pleasure cars. Stability, permanence and reliability are the factors that must determine their sales.

## AUTOMOBILE SHOW-EXHIBITORS

Name	Space No.	Fuller, Alvan T.	1-14A	Neale, A. F.	2-AA
Abbott Motor Co.	20	Furbush, A. J.	320	New England Casualty Co.	330-BF
Acheson Graphite Co.	334	G. C. A. Manufacturing Co., The	361	N. E. Tel. & Tel. Co.	396
Acme Torsion Spring Co.	342	G. & J. Tire Co.	437	Northway & Marmou	421-422
Adams & Co., J. Q.	342	Gabriel Horn Manufacturing Co.	447	Norton Co., The	255-256
Aetna Life Insurance Co.	604-AA	Garford Co., The	320	Norwalk Motor Car Co., The	338-347
Aiken, Virginia E. & Co.	324	Gilbey & Bro., James L.	690	N. Y. & N. J. Lubricant Co.	334
Aluminum Solder Co. of Boston	440-AA	Gilbert & Barker Manufacturing Co.	631	Nyberg Automobile Works	223
American Brass Co.	364	Goodrich Co. of New York, B. F.	541-542	Oakland Motor Car Co.	4
American Locomotive Co.	35	Goodyear Tire & Rubber Co.	544-545	Ohio Electric Car Co., The	245
American Storage Battery Co.	614	Gray & Davis	434	Ohio Motor Car Co.	246
American Technical Society	306-AA	Hablich Co., G. E. & H. J.	333	Oldsmobile Co. of Massachusetts	221-222
Ams Auto Jack Truck	30	Hartford Rubber Works	330	Otto Mobile Co., The	330
Anderson Electric Car Co.	30-31	Harris Oil Co., A. W.	310	Packard Motor Car Co.	1
Andrew-Dykeman Co.	318-319	Hartford Rubber Works	330	Palge Detroit Motor Car Co.	200-210
Apple Electric Co.	514	Hartford Rubber Works	330	Panama Co., The	395
Aristos Co., The	621-622	Havoline Oil Co.	512	Peerless Motor Car Co. of N. E.	14 and 15
Atlas Chalmers Co.	328	Havers Motor Car Co.	203 and 208	Penn Motor Car Co. of N. E.	237
Atlas Motor Car Co.	28	Hays, George A.	302	Pennsylvania Rubber Co.	439
Auto Parts Co.	411	Haynes Automobile Co.	38	Pierces Arrow Motor Car Co.	16-20
Autogenous Welding Equipment Co.	380-381	Heinz Electric Co.	331	Piel Co., The G.	428
Auburn Auto Pump Co.	513	Hillman Auto Supply Manuf. Co.	562-AA	Pittsfield Springfield	319
Auburn Automobile Co.	332	Hoffecker Co., The	322	Pope Manufacturing Co.	13 and 15
Ajax-Grieb Rubber Co.	510-520	Holden, George N.	319	Post & Lester Co.	425
Babcock Electric Carriage Co.	324	Hollander Motor Co., The E. M.	154 and 314	Premier Motor Car Co. of N. E.	112
Baker Motor Vehicle Co.	2-AA	Hollingshead Co., The E. M.	154 and 314	Pyrene Co. of New England	307
Batavia Rubber Co., The	561	Holt & Beebe Co., The	Table	R. C. H. Corporation	240-241
Baum's Castorine Co.	300	Hopewell Bros.	440	Randall-Fitchey Co., The	7-553
Bergdoll Motor Co., Louis J.	34	Hubb Cycle Co.	349 and 404	Ranch & Lang Carriage & A.	4
Bi-Motor Equipment Co.	616-617	Hupp Motor Car Co.	220-224	Ravies-Cobb Co.	32
Bilchenderfer Co., C. E.	240	Ideal Motor Car Co.	148-149	Raymond Engineering Co., Inc.	344
Booth Remountable Rim Co., The	428-A	Ideal Oil Pump & Tank Co.	602-AA	Reall Motor Car Co.	247
Borne, Strymer Co.	429	Imperial Automobile Co.	150	Reliance Speedometer Co.	453
Boston Auto Garage Co.	30-31	International Automobile Association	Table	Remy Electric Co.	343
Boston Electric Garage Co.	30-31	International Automobile Association	Table	Renault Co.	100-101
Boston Motor Co.	280-283 inclusive	International Automobile Association	Table	Reo Motor Car Co.	110-120
Boston Safety Crank Co.	609	International Automobile Association	Table	Republie Rubber Co.	424
Boston Tire & Rubber Co.	609	International Automobile Association	Table	Robinson & Son Co., Wm.	123-124
Bowman Co., J. W.	5 and 9	International Automobile Association	Table	Rogers, Milton C.	338-347
Bowser Co., Inc., S. F.	410	International Automobile Association	Table	Rome Soap Manufacturing Co.	250
Bord, E. Shilley	440	International Automobile Association	Table	Ross & Light Co.	394
Boyd Motor Co.	336	International Automobile Association	Table	Russell & Co., T. F.	117-119
Bucklin & Co., Walter E.	508-AA	International Automobile Association	Table	Russell & Co., W. L.	38
Bulck Motor Co.	136-140 inclusive	International Automobile Association	Table	S. K. F. Ball Bearing Co.	113
Burn Boston Battery & Mfg. Works	408-409	International Automobile Association	Table	S. P. A. Co.	100-101
C. B. G. Manufacturing Co.	445	International Automobile Association	Table	Sage Truck Co.	601-AA
Cadillac Automobile Co. of Boston	42	International Automobile Association	Table	Sailman, John A. Howard B.	600-AA
Centricar Co.	342-347	International Automobile Association	Table	Sawyer Oil Co., Howard B.	301-302
Case Threshing Machine Co.	126-127	International Automobile Association	Table	Seamless Rubber Co.	Paul Revere Hall
Century Tire Co.	625	International Automobile Association	Table	Selden Motor Vehicle Co.	125-126
Chalmers Motor Co.	107-109 inclusive	International Automobile Association	Table	Shiner Co., C. A.	360
Champion Ignition Co.	316	International Automobile Association	Table	Shannon, T. R.	412
Chandler & Farquhar Co.	243-244	International Automobile Association	Table	Shawmut Tire Co.	437
Clack Foundry Co.	341	International Automobile Association	Table	Sheldon Axle Co.	368
Clack-Carter Auto Co.	322-323	International Automobile Association	Table	Smith, Fred S.	417
Clayton Air Compressor Works	330	International Automobile Association	Table	Smith, Clyde H.	312
Coe's Wrench Co.	443	International Automobile Association	Table	Speedwell Motor Car Co.	142-143-144
Cole Motor Co., The	435	International Automobile Association	Table	Spittford, Inc., C. F.	548-549
Columbia Lubricants Co. of New York	440	International Automobile Association	Table	Standard Auto Supply Co.	430
Columbia Motor Car Co.	439	International Automobile Association	Table	Standard Oil Co. of New York	321
Columbia Tire & Rubber Co.	226	International Automobile Association	Table	Standard Tire & Rubber Co., The	343
Columbus Buggy Co.	226	International Automobile Association	Table	Standard Tire & Rubber Co., E. Revere Hall	438
Conn. Tel. & Electric Co.	504	International Automobile Association	Table	Standard Wrench & Tool Co.	240
Connell & Moton Co.	120	International Automobile Association	Table	Stanley Motor Carriage Co.	334
Consolidated Tire & Rubber Co.	526-527	International Automobile Association	Table	Stearns, W. B.	33
Continental Caoutchouc Co.	437	International Automobile Association	Table	Stevens, W. H.	327-328
Cook's Sons, Adam	315	International Automobile Association	Table	Stevens-Duray Co.	450
Coward Auto Supply Co.	615	International Automobile Association	Table	Stewart & Clark Mfg. Co.	497
Cox Brass Manufacturing Co.	405-406	International Automobile Association	Table	Stoddard-Lang Sales Co.	128-134
Cramp & Sons Ship & Eng. Bldg. Co.	612	International Automobile Association	Table	Stolcher Corporation	20-27
The Wm.	537	International Automobile Association	Table	Stromberg Motor Devices Co.	422
Crane & Co., L. M.	500-AA	International Automobile Association	Table	Suvinet Tire & Rubber Co., The	525-524
Crowell Chemical Co.	151	International Automobile Association	Table	Texas Co.	426-A
Cunningham, Jas. & Son Co.	151-152	International Automobile Association	Table	Thomas & Co., Chaucery	151-152
Curtis-Hawkins Co., The	142-143-144	International Automobile Association	Table	Thomas Motor Car Co. of Boston	131-132
Daniels, Smalley	619	International Automobile Association	Table	Tiffin & Co., D. C.	100-AA
Davies Manufacturing Co.	623	International Automobile Association	Table	Tingley & Co., C. O.	600
Dean Electric Co., The	325	International Automobile Association	Table	Tobey, W. L.	394
Deane Steam Pump Co.	331	International Automobile Association	Table	Towson & Co., P.	333
Detroit Electric Appliance Co.	415	International Automobile Association	Table	Tudor, John W.	337
Detroit Tool Sales Co., The	387	International Automobile Association	Table	Underhill Oil Co.	323
Diamond Rubber Co.	433	International Automobile Association	Table	Underhill Oil Co., The	323
Dixon Crutchfield Co., Jos.	518	International Automobile Association	Table	United Motor Boston Co.	115-116-117
Dodge Motor Vehicle Co.	518	International Automobile Association	Table	United Motor Car Co.	115-116-117
Dorlan Remountable Rim Co.	562	International Automobile Association	Table	United States Tire Co.	430-437
Dover Stamping & Manufacturing Co.	511	International Automobile Association	Table	Vacuum Oil Co.	556
Dowling, C. J.	26-27	International Automobile Association	Table	Valentine & Co.	550
E. M. F. Boston Co.	26-27	International Automobile Association	Table	Valvoline Oil Co.	301-302
Eagle Oil & Supply Co.	26-27	International Automobile Association	Table	Vander Manufacturing Co., The	557-558
Edison Storage Battery Co.	500	International Automobile Association	Table	Velle Motor Vehicle Co.	145
Electric Storage Battery Co., The	546-547	International Automobile Association	Table	Vesta Accumulator Co.	560
Empire Manufacturing Co.	546-547	International Automobile Association	Table	Voorhees Rubber Manufacturing Co.	430
Empire Motor Car Agency	148-149	International Automobile Association	Table	Walsham Watch Co.	451
Empire Tire Co.	431	International Automobile Association	Table	Ward & Sons, Edgar T.	450
Endurance Tire & Rubber Co.	431	International Automobile Association	Table	Warner Instrument Co., The	107-108
Essex Automobile Co.	140-AA	International Automobile Association	Table	Wayne Oil Tank & Pump Co.	333
Estelene Co., The	498-A	International Automobile Association	Table	Weed Chain Tire Grip Co.	1501
Fairbanks Co., The	330-340-345-346	International Automobile Association	Table	Westcott Motor Car Co.	227-228
Faye Co., Roy	125-126	International Automobile Association	Table	White Co., The	7 and 11
Federal Rubber Manufacturing Co.	550-551	International Automobile Association	Table	White & Bagley Co.	410
Fitz Rubber Co., The	538-539	International Automobile Association	Table	White, Ware & Leatherbee	34
Fitz Dana & Co.	331	International Automobile Association	Table	Whitney-Barney Co.	120-126
Flinders Manufacturing	326	International Automobile Association	Table	Whitworth-Gilmore Co., The	107-108
Fletcher, Ernest	608	International Automobile Association	Table	Williams Auto & Supply Co.	310-317
Forbes, Walter J.	620	International Automobile Association	Table	Wing Motor Car Co., F. E.	421-422
Ford Motor Co.	117-118	International Automobile Association	Table	Wilson Motor Carriage Co., The	6 and 10
Franklin Automobile Co.	327-128	International Automobile Association	Table	Wolverine Lubricants Co. of N. Y.	429-1
Frontier Iron Works	212	International Automobile Association	Table		

The PIERCE—



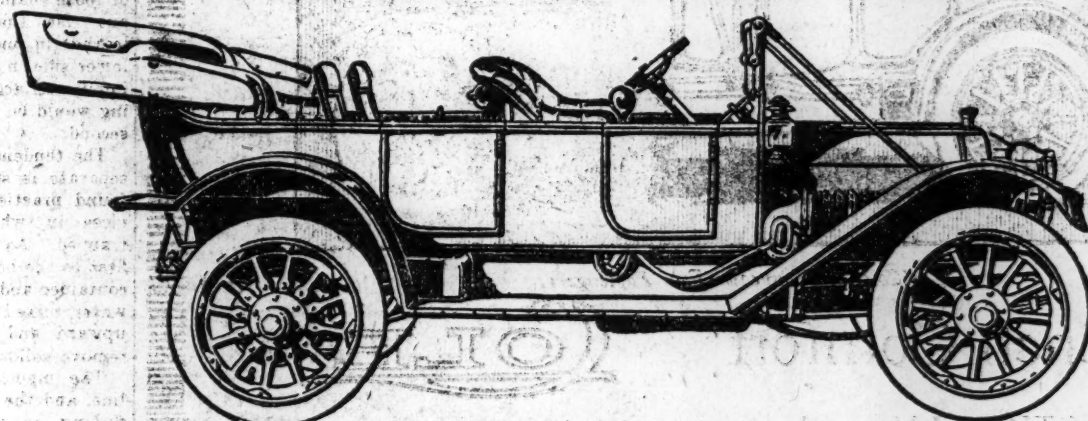
—ARROW  
Motor Car

Ten Years of Industrial Activity is  
responsible for the Universal Suc-  
cess of the PIERCE-ARROW  
Motor Car of Today.

J. W. MAGUIRE CO.

741-743-745 Boylston St., Boston

# Announcement



THE  
Marquette

Although for some months most favorably known in trade circles, the Marquette Motor Car makes with this announcement its first formal bow to the general public. It is not in any sense a "new comer"—except in name. Nor is it "just another car." It is a car produced with a well-defined purpose of measuring up to the highest standards thus far set in automobile construction and performance. It is a car with a real place in the motor field—and that a place of distinction, for the Marquette is the outgrowth of two well established and highly regarded cars, one the Rainier and the other the Welch-Detroit.

Being a blending of the distinguished characteristics of these two cars, it is obvious that the Marquette is not an untied product which must go before the public to stand or fall as an experiment, but inherently is already a car of known worth. Today the public very wisely thinks of the factory, the men, the organization, the ideals, back of a car. In these the Marquette acknowledges supremacy to none. It is the output of the combined facilities which have reached so high a standard in the production of the Rainier and the Welch-Detroit.

Moreover, the Marquette has back of it the facilities of the General Motors Company organization, a fact which in itself is a guarantee of quality and an assurance of permanency, accompanied by a deep sense of responsibility to the purchaser. We are fully equipped to render, locally, this service at its maximum.

In every point of design and construction, the Marquette is what might be expected from an organization of the character of that which backs it. Its engine deserves special comment—a wonderfully smooth, quiet, flexible power plant which fascinates you at its first revolution. We urge you by all means to

See the Marquette at the Automobile Show—Mechanics Bldg.

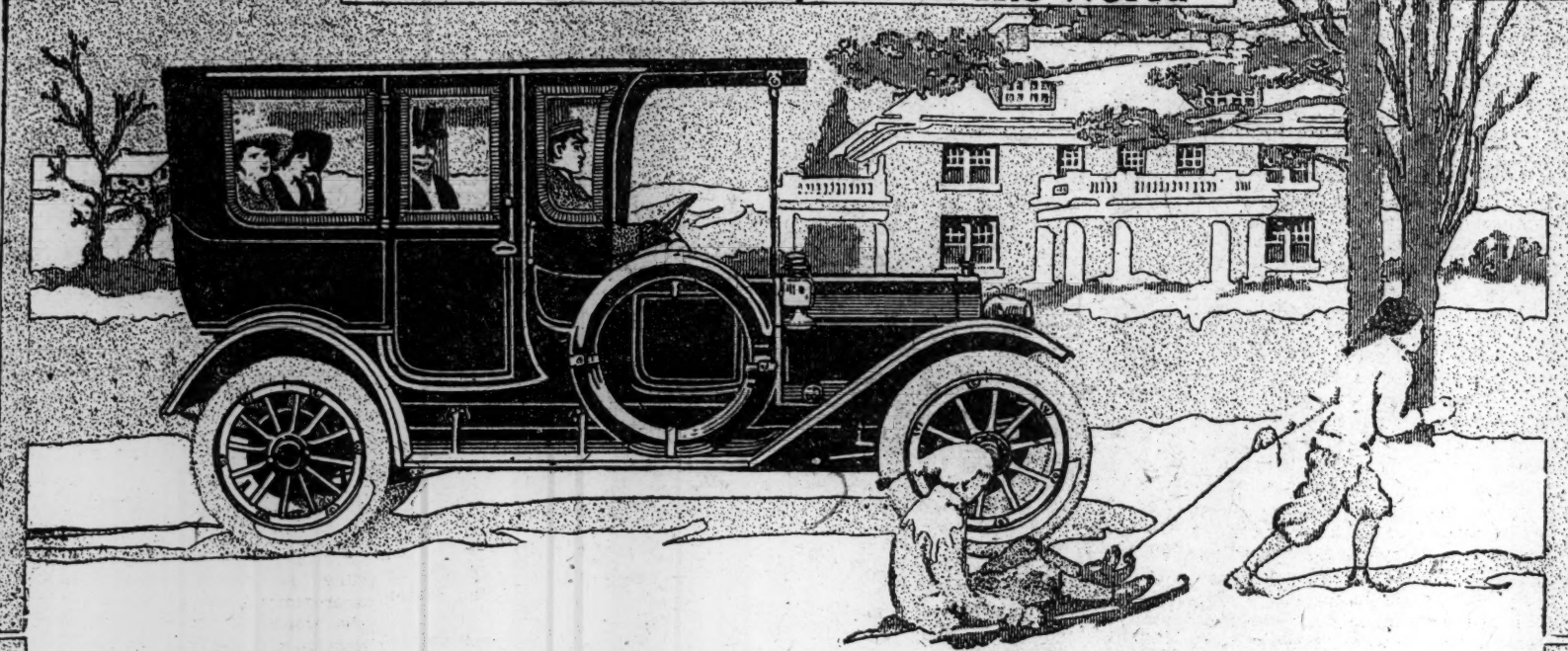
Five different models; two distinct chassis; \$3000 and \$4000. Complete equip-  
ment including demountable rims and self-contained electric light system.

THE MARQUETTE COMPANY, 738 Boylston Street



# MARMON

"The Easiest Riding Car In The World"



## The Heart of Value Is Quality, the MARMON Possesses It

MEASURE its worth from the standpoint of reliable, unfailing daily service in all seasons, or measure it by the luxury of its delightful, quiet smoothness of operation, the MARMON offers you more value for your investment than any other car in the world.

It is manufactured complete in this great factory. Could you see the completeness of this organization—could you watch each step of its making—the designing, the pattern making, the moulding of iron, aluminum, brass and bronze castings, the forging, the making of special tools, jigs and fixtures for making the parts interchangeable and accurate, the machining, the building of motors, axles, chassis and bodies, the finishing, the painstaking care and thoroughness with which every part is tested and inspected—then you would realize what stands back of MARMON superiority.

MARMON Cars are made in five and seven passenger Touring Car, four passenger, Suburban, Roadster for two or three passengers, \$2750; seven passenger Limousine, \$4000; Landulet, \$4100.

Manufactured Exclusively  
by  
Nordyke & Marmon Co.  
Indianapolis, Ind.  
Established 1851

F. E. WING MOTOR CAR CO

New England Distributors

12 COLUMBUS AVENUE

MOTOR MART

Our Perfectly Equipped Maintenance Department at Your Command

SIXTY YEARS OF SUCCESSFUL MANUFACTURING

## A mountain of Evidence

35,600 Replies

We sent out cards to an ordinary mailing list. We wanted to get from motorists generally—irrespective of what tire any one of them might be using—their frank, uninfluenced opinion of tires, based on their personal experiences. We received 35,600 replies. 15,900 reported Goodrich Tires used. Balance divided among users of eleven other makes.

These reports proved conclusively that users average 51½% more mileage than is guaranteed from

## GOODRICH TIRES

and that an average of one-fifth of Goodrich Tire users never have a puncture or blowout in a full season's run. Six hundred users of other tires complained about tread separating from body of tire—not a single Goodrich complaint of this order.

80% of these 35,600 reported that they specify "Goodrich" when new tires are needed. A frequent statement was "I am using Goodrich Tires to replace tires which came on car."

The great bulk of Goodrich Tires are sold to fill a personal demand from experienced tire users. It is needless for you to experiment when you can profit by what other motorists have learned.

"Nine prophets and a host of truly wise ones"

—our book about these reports—puts in your hands the comparative tire experiences of 35,600 car owners; users of twelve different makes of tires. It contains no technical claims, no talking points, no "rhetorical bonfires"; but EVIDENCE from those alone entitled to give it—tire users themselves.

The B. F. GOODRICH COMPANY of New York  
851-857 Boylston Street, Boston, Mass. Phone Back Bay 4670

## NEW POWER TIRE PUMP ADMITS FREE AIR ONLY

The motor tourist who has been obliged to inflate his tire with a hand pump by the roadside on a summer day can thoroughly appreciate the advantages offered by a power air pump connected with the engine.

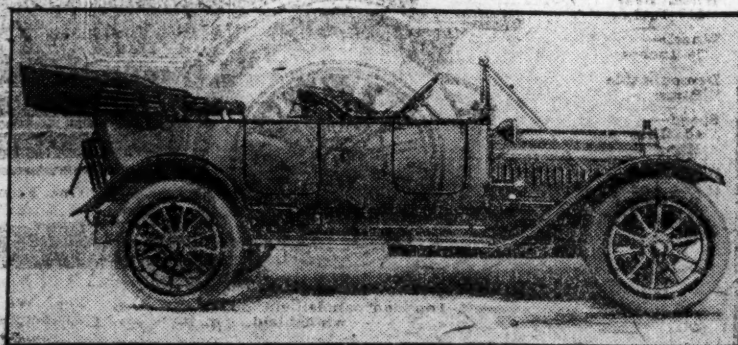
Recently there has been a great deal of interest and activity in the development of a suitable power pump, and a number of practical pumps are now on the market and in use, ranging from the one-cylinder pumps to the highly developed four-cylinder pump.

One of the strongest arguments

against the use of a power air pump has been the difficulty of pumping free air into a tire. The motorist who has tried to mix with air as the latter tends to deteriorate the rubber in the tire. In one of the four-cylinder pumps this difficulty has been entirely overcome, as the construction is such that it is impossible to pump anything but free air.

This pump is operated by simply attaching the end of the hose to the valve and throwing a lever. The largest tires can be inflated to any desired pressure in less than three minutes.

## WHITE SIX-CYLINDER SELF-STARTER



## AMERICAN AUTOMOBILE MAKERS HAVE INVADED THE AUSTRALIAN FIELD NOW

Many People in Island Continent Feel That Two American Trucks Are Better Than One British

Trade in commercial vehicles carried on by energetic American makers already has spread beyond the seas. The exact state of things in Australia is shown by an article by the Melbourne correspondent of a British publication, which is headed, "A Warning to British Manufacturers." It says in part:

A recent article in the Autocar, entitled "Automobilism in Australia," intimated that American motor manufacturers are getting a very strong hold on the pleasure car trade of the commonwealth. At the time that article was written the American-built commercial vehicle had not been taken seriously, but observations during the last few months indicate that this state of affairs is being altered, and in Melbourne and Sydney light motor vans and cabs of United States construction are becoming increasingly evident. The sales of American touring cars are being most energetically and successfully pushed; in fact, it is getting rather disquieting from the point of view of the British manufacturer. It is, therefore, just as well that those interested in the sale of the utility motor cars should be put on their guard.

Judging by the fouring car business, it is safe to say that, once the agents or manufacturers of the American productions decide to make a bid for the Australian commercial car trade, things will become interesting; in a very short space of time a regular campaign will be organized and the imports from the United States will go up by leaps and bounds.

At present the great majority of commercial vehicles are of British manufacture; but it is well to remember that Australia is only in its infancy. It has an enormous future; no one who has not been there can have any idea of its size and its possibilities, and the great part motor cars of all descriptions are taking, and will take, in its development. It is therefore to the future that we have to look, and now is the time for action.

Now is the time for English manufacturers to organize and set on a firm footing their products in Australia. If they do not do it now they will probably have to be second to the United States

manufacturers; especially in the matter of light vans, not to mention pleasure cars. Also, from what the editor of the Automobile Engineer has told us, it is evident that some of the prominent American firms are turning their attention to a soundly designed three-tonner, and there is just as much room for three-tonners in Australia as there is for 15 and 20 hundredweight vans.

It is no good people at home trying to comfort themselves with talk of patriotism on the part of Australians, thinking that the latter will buy English cars just because they are built in England, because they will not. It is also wrong to suppose that the average Australian has the engineering instinct to discriminate between good and indifferent design, and that he hankers after beautiful workmanship, etc., like the average man does at home. Many an Australian thinks it a better commercial proposition to buy a couple of cheap American cars in a certain period—say, six years—than to buy one good British or continental car to last the same time.

Quite a number of people buy pleasure cars on this principle in Australia, and it is only natural to suppose that many will go in for commercial vehicles on the same lines, especially as quicker delivery can generally be obtained of the cheaper article than of the more expensive one.

A short while ago a leading article in Motor Traction proposed the advisability of the present output of home manufacturers being considerably increased in order to cope with the ever-increasing demand for industrial vehicles coming from the overseas dominions, which demand will naturally become greater every year. To the present writer, who has just spent the best part of 12 months in Australia, this appears to be particularly sound and well worth serious consideration on the part of the leading manufacturers. It is not only necessary to make good arrangements for the capable handling of cars in the various parts of Great Britain, but it is also necessary that quick deliveries shall be given. As things are at present, very few firms appear to be in a position to give quick delivery, even to home clients.

The one and only way for British concerns who wish to have a share in the Australian trade of the future, to make sure of having their wishes gratified, is for them to send out capable men to study the conditions, fix up agencies with good firms and arrange for the cars to be

Writer in English Paper Says There Is Enormous Future in Pleasure and Commercial Cars Both

got out with despatch when everything is ready.

The number of home firms who have done this is not half a dozen at the outside; the usual way is to fix up everything by mail. The Victorian agency for one well-known British pleasure car is held by a small garage in a third-rate Melbourne suburb. Practically all the American car agencies are centrally situated; they do not make their arrangements by mail.

It is most important to send a representative from the factory at home to study the conditions and requirements of the country and to fix up the selling arrangements. No doubt some firms think they can learn all that is necessary from observing how one or two pioneer vehicles behave. This is foolish, because Australia is such an immense country that requirements vary in different parts. A motor van running in Melbourne or Sydney need not differ to any great extent from those running at home, but in parts of Queensland, where it is semi-tropical and there are no roads, alterations for standard are wanted.

It is not to be thought that there are any of our principal manufacturers who are in doubt as to the advisability of their considering seriously about the Australian trade. It is the tremendous possibilities of the future that appeal so strongly after a visit to Australia. British commercial vehicles have got an excellent reputation; there is none of the old-fashioned prejudice that there is at home, and there is plenty of money in the country. The point to remember is that everything moves very quickly in Australia; the motor business is going ahead rapidly, and it is necessary to take action now. It is not wise to wait until the home demand has fallen off, because by then the Americans may have half the business.

## RAPID GROWTH OF LENOX AUTO ATTRACTS MANY

The Lenox car, which really had its introduction at the Boston show last year, is one of the most talked of cars in New England. The strides this car has taken go to show that the public are always ready to help along any concern that is trying to sell a high-grade car and much favorable comment is heard about the car and the men connected with it.

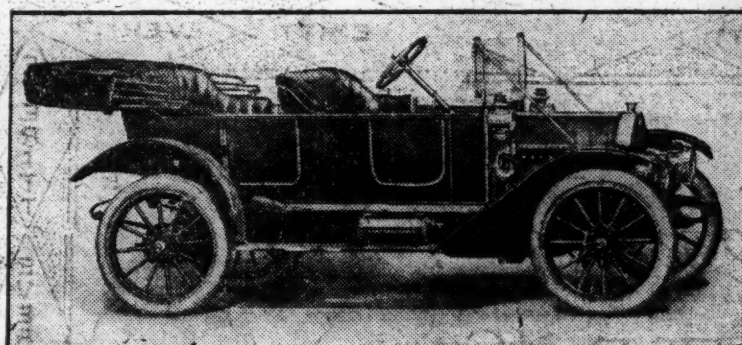
The car surely leaves very little to be desired, with its 116-inch wheelbase, 34x4 tires, easy riding springs, deep upholstery and powerful, silent motor.

William Blanchard, manager at the Lenox showroom on Columbus avenue, has recently added two new salesmen to his force, in an endeavor to give trial tests to all that so desire.

General Manager F. A. McClaskey says the company fully appreciates the automobile buying public are very exacting and rather than rush cars through, without proper inspection, to fill all orders, will cancel them.

If the Lenox Motor Car Company continues the conservative, honest and painstaking way of doing business, their success is assured.

## BUICK MODEL 35 FOR 1912



## EASY RIDING IS OBTAINED BY AIR SHOCK ABSORBER

Brie S. Evans, sales manager for the Air Shock Absorber, 585 Boylston St., says as a general rule, the majority of automobile owners today do not know what comfortable riding is. When a man who has formerly been accustomed to riding in a short wheel-base car buys or rides in a large car he thinks that it is the acme of perfection, so far as its riding qualities go.

In order to have an easy riding car one should first see that his cars have easy, flexible springs to start with, springs that are just right for good roads and correctly tempered. A great many manufacturers, however, do not attempt to put out a car with such springs, because if their car is listed as a five-passenger car the springs are supposed to be guaranteed from breakage, or at least a reasonable amount of usage when the car is loaded to its fullest capacity. They therefore equip their cars with springs which are heavy enough to withstand the strain when the car is loaded with five people, but the springs are too stiff to work if only one or two are in the car.

An ideal combination is the use of light, easy riding springs and a set of air shock absorbers. On the good roads the air shock absorbers having a most flexible medium, air, permit the springs their full spring play, and on the rough ones the air shock absorbers protect the springs and cushion the jolts and compression of air. The air shock absorbers are the regular equipment of all the Boston fire department cars, and practically all the fire departments in the vicinity of Boston and in many Canadian cities.

## VALVES MUST HAVE CLEARANCE

It is necessary for valves to have clearance to allow for the expansion of their stems. If the stems do not have clearance at the end, the expansion will lift the valve off its seat and destroy the power of the engine.

## CLEAN THE OIL MEASURES

A small amount of gasoline should always be poured into the oil measure after using to make sure that none of the oil sticks to the sides. The measure should be kept upside down or covered when not in use. Oil left in the cup will collect dirt, and if off of a different grade is next measured, it is possible that slight chemical action will be set up.

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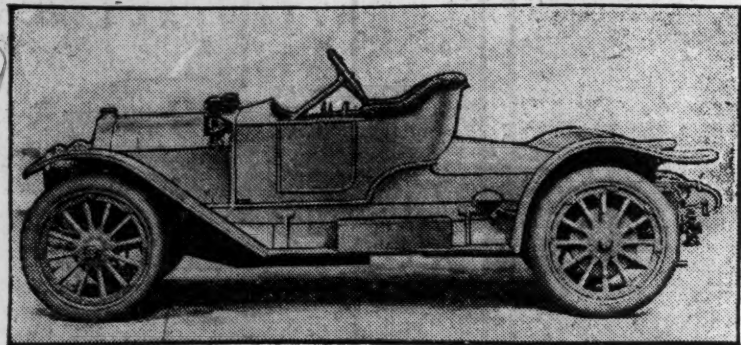
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FIAT 36 H. P. RUNABOUT FOR 1912



## RIDING QUALITIES OF MODERN AUTOMOBILES

So much is demanded of the modern motor car in the point of service, comfort, efficiency and economy that it is indeed a wonder that a single machine can be built to fulfill such a variety and multiplicity of requirements, says S. W. Harvey in the Scientific American. Among these requirements, the motor car must combine the ease of riding of the light, horse-drawn buggy or phaeton with the speed of the express train, and in addition must carry over rough roads a load as heavy as that borne by the ordinary truck. The buggy is easy-riding, but it is light and does not travel at high speeds; the locomotive is speedy, but it runs over smooth rails under the most favorable conditions; the horse-drawn truck can carry heavy loads over rough roads, but it is slow and is not easy-riding; but the motor car must possess the good qualities of all these vehicles with the drawbacks of none.

The requirements of easy riding would be reason enough for the use of the best spring design and material in a motor car; but when it is remembered that the long life and efficient service of the motor, transmission, clutch and other parts of the driving mechanism depend, to a large extent, upon freedom from severe shocks and jolts and excessive vibration, it will be seen that the proper mounting of the chassis is doubly necessary.

Pneumatic tires serve to absorb many of the minor vibrations between the road and wheels caused by a rough surface, and are of great assistance in cushioning the "blow" caused by striking a depression or obstacle, but their action is limited through too small a radius to enable them more than to supplement the main supporting springs of the car. Whatever shocks or vibrations are received by the wheels must be transmitted to the springs, which are mounted

on the axles, and whatever jars these springs fail to absorb are communicated directly to the frame, body and power plant of the car.

Any resilient steel piece can be used to absorb a part of the vertical motion of the wheels, but the design and shape best suited to serve as a spring depends upon a variety of conditions under which it is to operate, and what may be applicable to one car may be absolutely unsuited for use on another. Some of the larger cars employ a pair of spiral springs for supporting the frame at each of its four points and prevent sway by the use of an ingenious flat-forged arm, one end of which is attached to the frame and the other to the axle. This arm must, of course, be hinged at one point to allow for the vertical motion between the wheels and the body.

But it is probably the leaf spring that is best known, and this type has been designed to meet the requirements of all kinds and conditions of cars, from the 600-pound runabout to the 10-ton truck. This type of spring obtains its name from the fact that it is built up from a series of long and narrow steel strips called leaves.

These leaves are of varying lengths but of the same width. The longest leaf is the first and constitutes the length of the spring, while each succeeding leaf is slightly shorter than the one that preceded it. Thus the outline of the complete spring may be said to resemble a "flat" pyramid. When one such spring is used at each supporting point of the car, it is known as the "semi-elliptic" type; while two such springs placed "facing" each other, or with the long leaves connected at their ends, constitute a "full-elliptic" design. The upper spring may be only half the length of the lower one, in which case the two portions are known together as a "three-quarter-

## POINTS FOR THE OWNER TO REMEMBER WHEN HE IS DRIVING THE CAR HIMSELF

There are many things for the owner to remember to which the hired chauffeur ordinarily pays no attention, says the American Motorist. Perhaps this ought not to be so, but it is so; the owner who pays the bills and the insurance premiums will not ordinarily take the chances of even a crumpled-up mud-guard unless it is to avoid the possibility of a greater attendant expense.

Careful driving and more careful scanning of the road ahead will often result in the prolonged lease of life of a tire shoe 500 miles; that is 10 per cent on 5000 miles, and 10 per cent on the cost of tires in a year, which may be anywhere between \$25 and \$100.

You can count on saving a like amount by transferring the back tires to the front rims before the former are too far gone, and you can certainly save much on inner tubes if you will run those that are very near their end in-

elliptic" spring. As a rule there are four points at which the frame of the car is supported on the axles, and it is at each of these points that a full, three-quarter or half-elliptic spring is used. In place of two springs at the front or rear, however, we sometimes find a single spring placed parallel with the axles and supporting one half of the frame at a single point. Although this is also a leaf spring, the method of suspension is known as the "platform" type.

But it is upon the action of the leaves themselves and consequently of the springs of which they form a part, that the easy-riding quality of a car depends and even though the leaf spring has been in use for over 100 years, only recently have manufacturers made a careful study of the design of motor car springs.

Spring material is practically restricted to three steels, chrome-vanadium, silicon-manganese, and the French analysis of open-hearth steel, for these are the materials that possess the necessary qualifications in the highest degree.

After the tires and springs have done their share toward absorbing the road shocks, there is still a considerable amount of motion that will be communicated to the body of the car. Luxurious upholstery is now a feature of motor car construction, and some manufacturers have gone so far as to furnish the backs and seats of the touring cars and limousines with cushions that are 10 inches thick. These cushions are composed of fine curled hair and spiral springs, the latter being of such length that the side sway of the body of the car can be cared for as well as the vertical motion.

side a seriously damaged shoe which you have been obliged to put on in an emergency in order to run home the last 50 miles. Three new tubes hopelessly blown out and requiring vulcanization and the insertion of half a foot length of new rubber are obviously more expensive a proposition than three old patched tubes which doubtless would have got you home.

Don't ever think to repair a blow-out in your last available shoe with a plaster too small in section; it is almost sure to move out of place under friction when the thin rubber tube will force itself out of the hole or at any rate be so abraded by contact with the road surface that it will go to pieces in a very short run.

In the absence of anything better it is possible by putting many folds of gunny basking inside a blow-out shoe, winding some more lengths outside and binding the half inflated tire with a clothes line, afterwards inflating to the usual pressure, to run in 50 or 100 miles even on a tire which was seemingly hopeless.

The chauffeur, if he is a mechanic and not only a driver, often beats out the private owner in the care he gives his engine, regardless of his deficiencies in conserving tires. He is more careful to see that the engine is getting its full quota of oil rather than too little, drives on as weak a mixture as will give good results and out of sheer love for his job—provided, as before, he is a mechanic—will avail himself of the opportunity of cooling down his engine at every long run down hill, cutting out the ignition and pumping cool air into the cylinders.

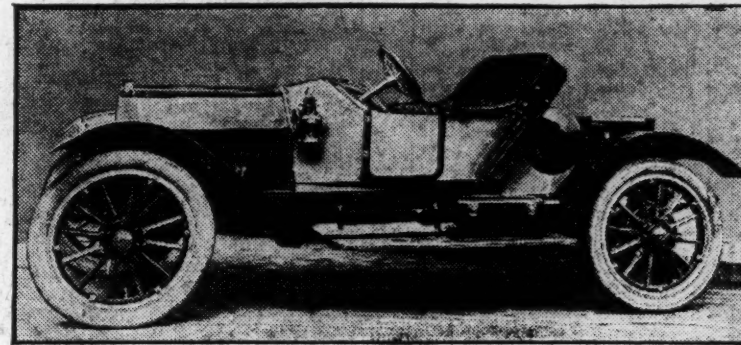
In the early days of the bicycle coast-brake, it was estimated that one saved from 10 to 30 per cent of pedaling by availing themselves of the gravity of down grades. If the automobilist could save even the former percentage of wear and tear on the motor, and its equivalent in gasoline, his bills at the end of the year would be appreciably lowered; enough so perhaps to be able to buy that speedometer which he has hitherto been without.

Here's an idea for the preservation of inner tubes: Wash your spares occasionally in an alkaline solution (one part ammonia and two parts water) and they will be prevented, or at least delayed, from becoming hard and liable to crack. Many tightly rolled unused tubes are so brittle that when finally pumped up under pressure they give way in a seemingly inexplicable manner. If the same tube been kept pliable—rolled out and hung up occasionally for a week or so—it would probably have held good. The procedure is simple, costs nothing, and pays big dividends for the time involved.

If the owner—at least in the beginning—knew his motor as well as does the mechanic-chauffeur it would not be so costly a job running the first couple of thousand miles. The point is to know that with gasoline administered in rarefied quantities the same result is accomplished.

Be sure that you get your mixture right. It's all in the mixture. Gasoline, remember, is not "burned" inside the cylinder, but when mixed with approximately 14 parts of air is exploded at the proper moment and thus produces results.

COLE 30 FOR 1912



## LECTURES ON "GASOLINE CONVERTED TO POWER"

In a lecture on "Gasoline Converted to Power," given by William H. Stewart in New York recently there were a number of prominent automobilists present, including women. The lecture proved one of the most interesting of the season.

Mr. Stewart said in part: "Most people have the impression that gasoline in its liquid state is very explosive. Recent tests have shown that raw gasoline is quite harmless except when exposed to the naked flame. Then the liquid will burn very rapidly, but not necessarily explode.

"Raw gasoline burns very slowly. If it were not for the vaporizer or carburettor on the automobile engine it would be practically useless. In other words, there must be a proper mixture of gasoline and air in order to get an explosion.

"This is the function of the carburettor, namely, to reduce the liquid gasoline to an explosive mixture. This is

done by two main controls, namely, that of the gasoline and that of the air.

"If too much air is admitted and not enough of gasoline, a lean mixture results. In either case the motor will not approximate its horsepower. Not until the proper proportion is reached will it develop the greatest efficiency."

## GRAPHITE IN GREASE

Use of graphite with the grease is advantageous, unless the transmission is of the type with ball or roller bearings. Makers of these bearings are often cautious in the use of graphite for, with the exception of one make on the market, it does have some size, and may make a bearing too tight. Coarse graphite sometimes will cause a plain bearing to heat, which would run cool if fed grease without graphite. Ordinarily, however, it works the other way, and by smoothing the surfaces helps the running.

## My Farewell Car

By R. E. Olds, Designer

Reo the Fifth—my new car at the Show—is regarded by me as close to finality. Embodied here are the final results of my 25 years of experience. No man, I believe, will ever build a materially better car. In any event, this car marks my limit. So I've called it My Farewell Car.

## My 24th Model

This is the 24th model which I have created in the past 25 years.

They have run from one to six cylinders—from 6 to 60 horsepower. From the primitive cars of the early days to the finest modern productions.

I have run the whole gamut of automobile experience. I have learned the right and the wrong from tens of thousands of users.

This Farewell Car embodies all I have learned. And I've adopted the size which has come to be standard—the 30 to 35 horsepower, four-cylinder car.

## Where It Excels

The best I have learned in these 25 years is the folly of taking chances. So the chiefest point where this car excels is in excess of care and caution.

In every steel part I use the best alloy ever proved out for the purpose. And all my steel is analyzed to prove its accord with the formula.

I use Nickel Steel axles of unusual size, with Timken roller bearings. I use Vanadium Steel connections.

I test my gears with a crushing machine—not a hammer. So I know to exactness what each gear will stand.

I put the magneto to a radical test. The carburetor is doubly heated, for low-grade gasoline.

So in every part. I take endless precaution—make countless tests, have a thousand inspections. I insist on extremes in the margin of safety.

All that I add to the best materials, the best devices, which engineers have ever discovered.

## In Finish, Too

I have also learned that motor car lovers appreciate appearance. So my

body finish consists of 17 coats. The upholstery is deep, and of hair-filled genuine leather. The lamps are enameled, as per the latest vogue. Even the engine is nickel trimmed.

The wheel base is long—the tonneau is roomy—the wheels are large—the car is over-tired. Every detail shows liberality. Each is better than you'll expect.

## New Center Control No Levers—No Reaching

In Reo the Fifth I bring out some new features. One is the center control.

The gear shifting is done by moving this handle less than three inches in each of four directions.

There are no side levers. Both of the brakes are operated by foot pedals, and one of the pedals also operates the clutch.

The driver sits as he should sit, on the left-hand side. This was possible heretofore only with electric.

The driver's way is as clear, on either side, as the entrance to the tonneau. Those are a few of the ways in which Reo the Fifth shows its up-to-dateness.

## Initial Price, \$1,055

But my greatest achievement in this car, I consider, is the paring of cost to the limit. This car—my finest creation—has been priced for the present at \$1,055.

To make this price possible has required years of preparation. It has compelled the invention of much automatic machinery. It necessitates making every part in our factory, so no profits go to parts makers.

It requires enormous production, small overhead expense, small selling expense, small profit. It means a standardized car.

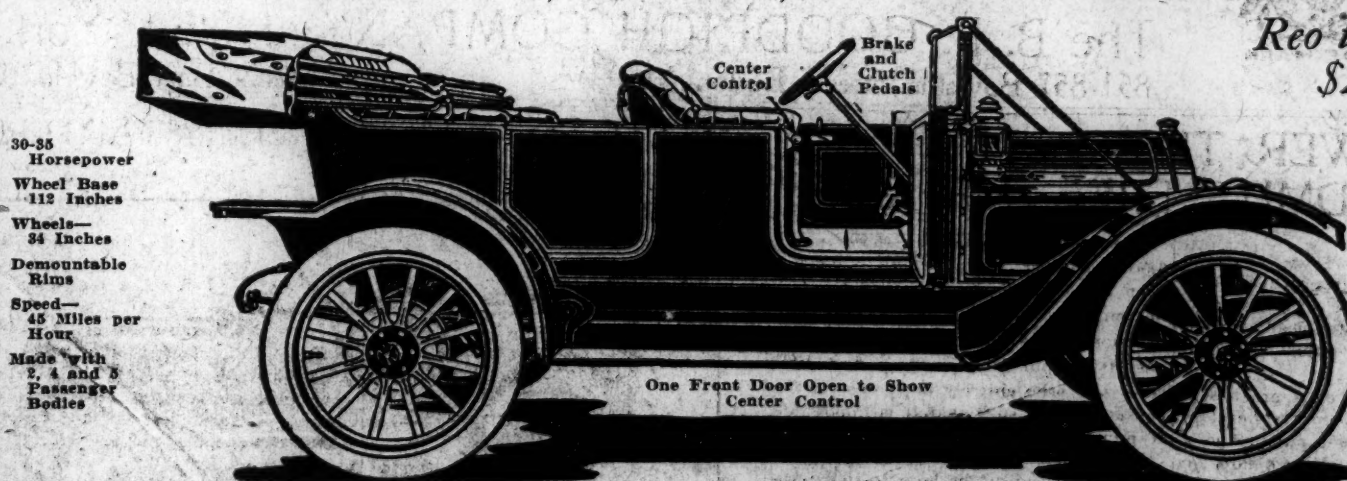
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Reo the Fifth \$1,055



Top and windshield not included in price. We equip this car with mohair top, side curtains and slip cover, windshield, gas tank and speedometer—all for \$100 extra. Self-starter, if wanted, \$20 extra.

## THE Everitt Cars FOR 1912

4 Cylinder, 30 horsepower, 110-in. wheelbase, Mono-bloc motor, chrome nickel steel construction, fully equipped ..... \$1250

4 Cylinder, 36 h. p., 115-in. wheelbase, long stroke Mono-bloc motor, chrome nickel steel construction, fully equipped ..... \$1500

6 Cylinder, 48 horsepower, long stroke Mono-bloc motor, chrome nickel steel construction, fully equipped ..... \$1850

Equipment includes top, windshield and speedometer. Disco self-starter and demountable rims are included on the 4-36 and 6-48 models. Two, four, five and six-passenger bodies can be furnished, as well as all styles of enclosed bodies.



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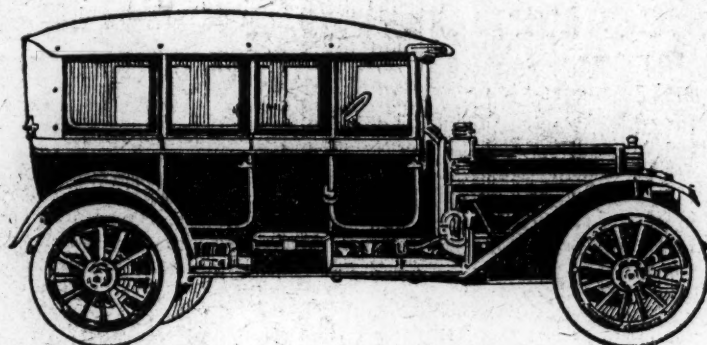
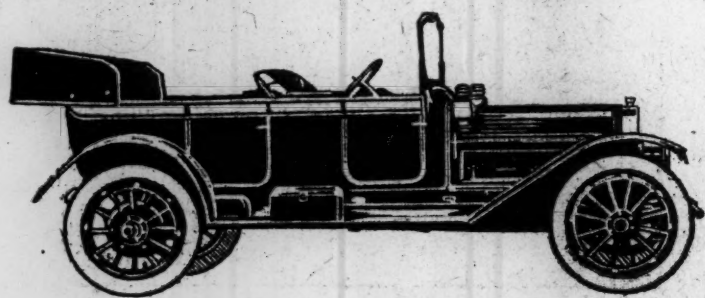
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This Car is unique, in that, a touring and closed body form a combination before unknown. This, combined with the Unit Power Plant, Three Point Support, Multiple Disc Clutch, Square and Taper-Square Drive, Hess Bright Bearings throughout, makes a personal examination essential in order to thoroughly appreciate the perfect finish, superb workmanship, and the characteristic comfort of the STEVENS-DURYEA CAR

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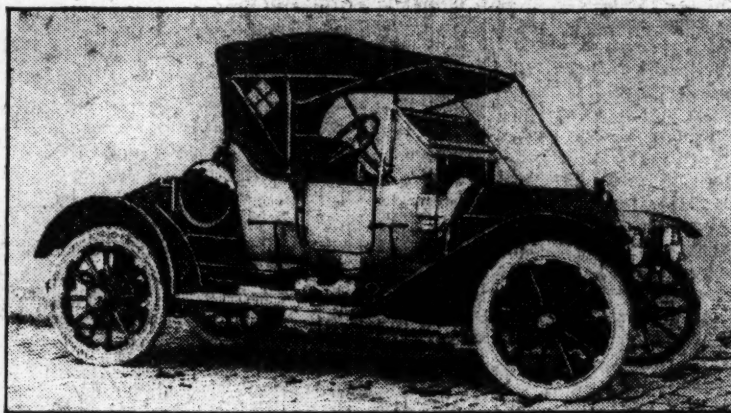
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### BERGDOL RUNABOUT FOR 1912



### SAYS TWO-CYCLE WILL BE ULTIMATE TYPE OF MOTOR

Unmoved by all the evidences of progress made by the four cycle type of motor, the advocate of the two-cycle principal holds firmly to his belief that all improvements in valves are merely steps leading slowly toward the evolution of the commercially perfect two-cycle motor, says a writer in The Motor World.

"Barring the advent of a real gasoline turbine, the two-cycle motor will ultimately displace the four-cycle type," emphatically asserts a two-cycle enthusiast. "Poppet valves, sleeve valves, rotary valves and slide valves all can be made to do the work, and some of them do it beautifully. But what is the use of having valves at all, and what is the use of having an idle power-absorbing stroke when it is possible to build an engine without valves and with a power impulse every revolution for each cylinder?"

"If all that is so, why haven't two-cycle motors been developed to a point where they are as widely used as are the four-cycle type?" asked a skeptic. "There are many reasons," answered the enthusiast. "To begin at the beginning, Gottlieb Daimler, over in Germany, began building four-cycle motors of 12-horsepower, weighing 1300 pounds in 1885. These early Daimlers were marine motors and the time was ripe for the introduction of a compact boat engine in this country.

"American builders saw that the Daimler motor was good, but they also saw that it was decidedly expensive to build.

"So, with surprising unanimity they set to work to build two-cycle motors, this type having been experimented with in France and Germany and, in a small way, in the United States, and as the inevitable result of hurry to get on the market, in combination with a very much mistaken idea that the two-cycle engine is just as simple as it looks, the market was soon flooded with motors that looked well on paper and were comparatively light and compact and could be shoved away back out of the way in the stern of the boat—but which would run or refuse to run without reference to any hitherto known laws, and with utter disregard for the convenience of the owners.

"Doubtless because of the lack of a basis for comparison, the public was quite a long time in learning that the engines in their boats were not all they had a right to expect; and when the discovery came, the two-cycle principle was blamed.

"To make the two-cycle situation worse, the few concerns that had been building on the four-cycle principle were

turning out engines that were much better than the two-cycle motors. Not a few two-cycle makers were converted to the four-cycle principle, and it so happened that when the automobile was about to come in most two-cycle engines were out of favor.

"So the automobile started with a four-cycle engine, and except for a few scattered instances today is a distinctly four-cycle institution.

"To abandon the manufacture of the prevailing type of motor would mean starting in again at the beginning and developing along new lines. This would call for the investment of more money, the reduction of dividends for the present and a great deal of trouble and delay in getting a start. Add to this the undeniable prejudice against the two-cycle principle, which would of course have to be overcome in order to make a market, and you have an array of obstacles.

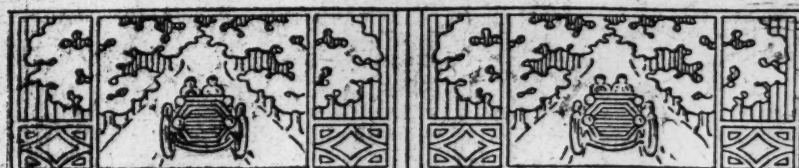
"Looking at the other side of the question, however, things are better. The two-cycle marine motor has developed into a surprisingly efficient and reliable type and within certain limits of horsepower has the field practically to itself. Some of the largest gas engines in the world are of the two-cycle type. Designers are giving more and more attention to the problems involved, and are gradually gathering data that will help very greatly, and experience is constantly getting in its good work. Two-cycle motors are pushing their way into every field and even into the air, and are giving good accounts of themselves. New designs, some involving distinct advances, are constantly appearing.

"There are not many automobile manufacturers equipping their machines with two-cycle motors, but those who are doing so appear to be doing business right along and to be well satisfied with it. Owners of two-cycle cars like them and stick to them, and the number of makers as well as the number of users is on the increase."

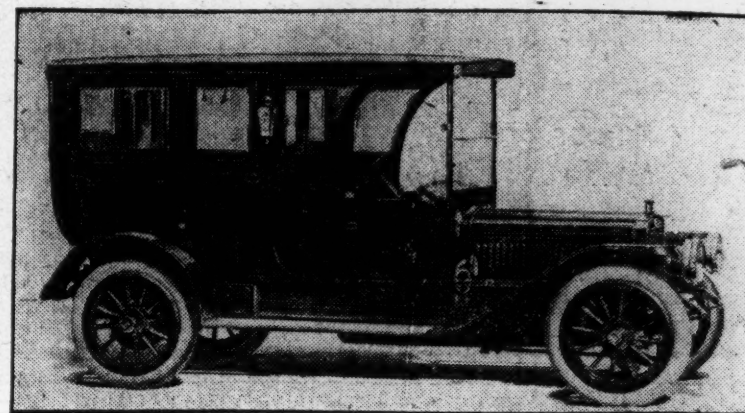
#### TO GET FULL VALUE

No machine of any sort can be worked with profit unless it is in use for the greater portion of its time. The man who is replacing horses with motor vehicles seldom realizes that he really adds to his hauling capacity at the same time in case he makes a simple substitution of vehicle for vehicle, and on this account it sometimes falls out that the operation costs receive an added impetus for purely commercial reasons.

DENMARK POPULATION 2,756,973  
The population of Denmark on Feb. 1, 1911, amounted to 2,756,973.



WINTON SIX CYLINDER LIMOUSINE



### MOST EFFICIENT BRAKING POINT

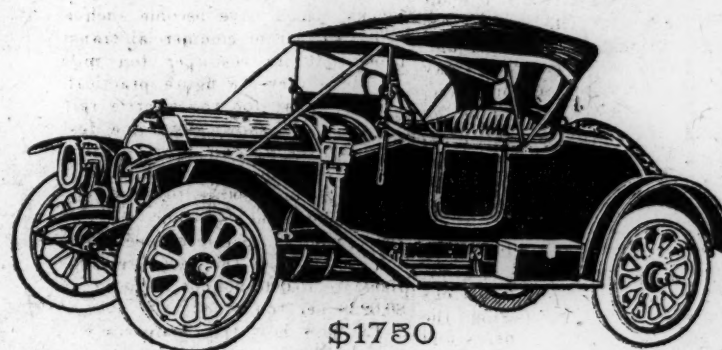
Almost all motorists are aware that the efficiency of a brake falls rapidly as soon as the wheel is locked and caused to slide. Up to the point of locking the braking power naturally increases, and to get the maximum effect from the brake system it is obviously desirable that each brake should be capable of application up to, but just short of, skidding of the wheel. In order that both brakes should give these it is naturally essential that the compensation should be perfect. The word "compensation" applies not only to the pull given to the brake mechanism, but also to the condition of the braking surfaces. If oil gets on one brake surface it is obvious that that brake is not likely to skid the wheel, and it will be found, if great pressure be applied with the lever or pedal, the other wheel will be easily locked without the brakes as a whole being very effective.

A careless driver will not take the trouble to notice that it is only one wheel that skids, and will imagine that he has reached the limit of effectiveness of his braking system. To correct this it is necessary to test the brakes on some steep hill and notice whether one wheel is more prone to lock and skid than the other. If this be the case the brake surface on the wheel which does not skid should be examined and cleaned, the brake in question should be adjusted so that when skidding occurs both wheels skid at the same moment.

### HOW THE CLUTCH IS RELEATHERED

Not much difficulty is encountered in releathering a clutch after all, if a little care is used, although a lathe is necessary to tune up the surface after the new leather is fitted. The only tools necessary are a sharp shoemaker's knife, some form of compass capable of describing a fairly large circle, and a hammer and rivets. The first thing is to make a pattern to which to cut the leather. The angle of the clutch should be taken accurately by means of a strip of tin or brass inserted between the clutch faces and the projecting end, bent up straight against the fly wheel.

The diameter of the clutch ascertained also, a full-sized drawing should be made on a smooth wall, if no drawing board big enough is obtainable. Measure off the largest clutch diameter along the outer circle three times, and join the point thus obtained to the center. The section thus formed is the size and shape for the clutch leather, and a permanent pattern in brown paper or cardboard should be made for future use. An even grained piece of leather should be chosen of equal thickness throughout, and when this is being riveted it should be strained tight to prevent puckers forming. If the leather is too long, a piece of it can be trimmed off, but as the leather cannot be lengthened it should be cut rather to the long side than the short. Care must be taken to hammer the rivet heads well below the leather surface, or a fierce clutch will result.



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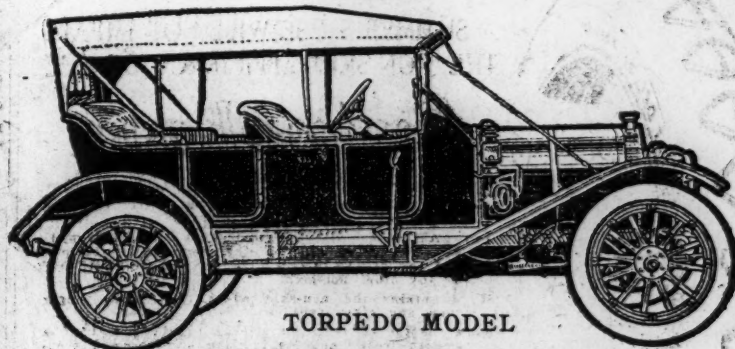
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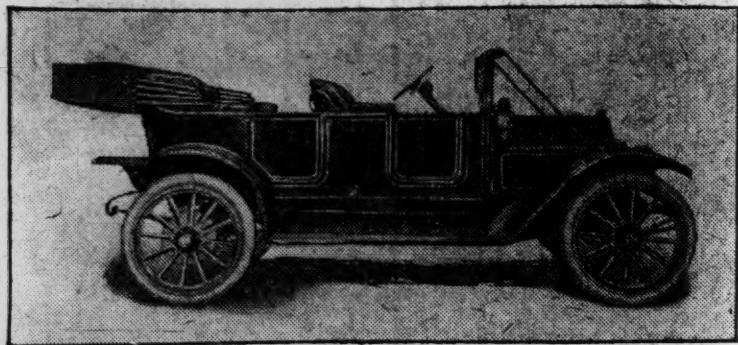
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## REO THE FIFTH TOURING CAR FOR 1912



# \$140,000,000 SPENT ON HIGHWAYS DURING THE YEAR JUST PAST

Enough to Build a Macadam Road to Encircle Globe at Equator—Million a Day During Building Season

## MOTOR'S INFLUENCE

A macadam road long enough to encircle the globe at the equator seems a prodigious undertaking, yet enough was expended on the roads of the United States last year to accomplish such a feat, says L. W. Page in Colliers Weekly. Our outlay for roads in 1911 exceeded \$140,000,000, or about \$1,000,000 a day for the road working season, a sum sufficient to encircle the globe with a fine macadam road at an average cost of about \$6000 per mile.

Better still, however, would be a realization of the dream of many enthusiastic road advocates for a system of trunk lines running north, south, east and west. This sounds like a dream, to be sure, but it is not impossible. In fact, last year's road outlay, if devoted to that purpose, would be sufficient to construct five such roads east and west across the continent from the Atlantic to the Pacific and five others north and south from Canada to our southern boundary.

The remarkable expansion in the manufacture and use of the automobile makes it today a powerful factor in promoting the movement for better highways. Every owner of a machine is a constant user of the public highway, and, therefore, has a personal interest in its improvement. The first step, it is to cause a strong and healthy sentiment favorable to the work. This can best be done through the medium of proper agitation, and the average motorist may render invaluable services in this direction. Much has already been done by motorists along this line. In fact, probably nothing has contributed more to the existing favorable sentiment for road improvement than the agitation by automobile owners, in the form of addresses, the distribution of literature and of tours throughout the country. They have attended public gatherings and made addresses, emphasizing the necessity for highway improvements and have been the means of calling together other meetings and securing the attendance of good public speakers. They are also, today, supporting a number of magazines which are doing great work in keeping active and alive the sentiment for better roads. But probably most effective of all work has been the long-distance tours. Some of these have been from the Atlantic to the Pacific, and from the Canadian border to our southern coast, and have done much to emphasize the condition of the roads over which they passed and the necessity for their improvement. In some instances, the result has been that hitherto practically impassable roads were placed in first-class condition.

The capital-to-capital tour from New York, through Washington, Richmond, Raleigh, Columbia, and Atlanta, two years ago, resulted in the organization of the Capital Highway Association through the efforts of which practically all of the capital-to-capital highway has

been so improved that automobiles may pass over it with reasonable speed and comfort.

In practically every county where there is a town of any considerable size, the automobilists have made tour after tour over the main highways in the vicinity and preached for and urged their improvement. These local efforts have not ceased at mere agitation, but assumed a more concrete and substantial form in the way of contributions of cash and personal effort. In many cases motorists have subscribed liberally to the improvement of certain highways, the fund thus raised serving as a nucleus to which were added other contributions by individuals, and by the local officials so as to swell the total sufficiently to accomplish the desired improvement. In addition, many motor owners have contributed personal services in the manner depicted in the following report from Wyoming:

"Automobile enthusiasts from Cheyenne, Laramie and Douglas have combined and at intervals put in a day's work placing some of the main traveled auto roads in condition by removing rocks and taking out many of the bad turns."

There is often a disposition on the part of motorists to unduly criticize road officials. Wholesome criticism is a good thing, but before venturing a criticism exceeding care should be taken to ascertain that it is warranted.

In order for the efforts of motorists to produce a maximum of good results, it is necessary that they cooperate. Cooperation is the keynote of success in this movement. Individual motorists and automobile associations should cooperate with each other and with all other organizations working for highway improvement. Without this element of cooperation we will have the condition of numerous individuals and organizations striving to attain the same end, but by diverse and often antagonistic methods. The situation should be adjusted so that all associations may work together.

It is stated upon excellent authority that today the public highways of France carry 1 1/3 times more freight than the railroads of that country. Much of this freight is transported in motor trucks, which have become such an efficient vehicle of commercial transportation, that its cost per ton mile has reached a very low figure, practically the same as that for the electric railways. This fact is shown by some tests recently made at San Francisco, Cal. In these tests there were entered trucks carrying from 1500 to 10,000 pounds. In the 1500-pound division the winning truck made a cost record of \$0.0800 per ton mile, while the cars carrying from 7000 to 10,000 pounds reduced this to \$0.0228 per ton mile.

To show how this compares with the cost of transportation by rail and water, the average cost of hauling grain in carload lots on five selected steam railroads in the Pacific coast region in 1900 was \$0.0119 per ton mile for an average haul of 216 miles. By electric line in the same region the average cost per ton mile of wheat in 1910 ranged from \$0.0142 to \$0.0321; by river from \$0.0082 to \$0.0131; by coastwise steamships from \$0.0016 to \$0.0055; and by steamship to Liverpool from \$0.0036 to \$0.0037. The figures indicate the possibilities which the motor and the motor truck present, but these possibilities cannot be realized without better road conditions. Improved roads and the automobile make it possible for a large element of the business population in the cities to live at considerable distance out in the rural districts. They may own their homes with several acres of land, which may be cultivated so as to produce various foodstuffs, and thus contribute to a solution of the high cost of living.

## SILICATE DEPOSITS AS WELL AS CARBON ON CYLINDER WALLS

To Prevent, Use Light Gasoline, Avoid Rich Mixtures, Keep Exhaust Clean and Dust Out of Carburetor

### USE OIL OF MERIT

About 10 years ago gasoline was plentiful and, in fact, at that time it was really hard to dispose of it, says a writer in the Automobile. Refiners ran their crudes as far as it was possible rather than gasoline. Consequently the gasoline of that period was of a very high Baume gravity, and very volatile. Quite naturally it combined with the oxygen of the air more rapidly than a heavier product, and when the combination of this gasoline vapor and oxygen was burned in the cylinders a minimum residue was left.

With the increased demand for gasoline, petroleum refiners found their position exactly reversed: gasoline was really scarce; there was only one thing that could be done and that was to increase the percentage of gasoline distilled from a given amount of crude oil. However, this meant the producing of a lower gravity or heavier product, that was not nearly so volatile as the earlier product and in some instances was but slightly lighter than kerosene. With this lower quality of gasoline there was not always complete combustion.

If a small amount of gasoline and kerosene each are burned in separate partially covered cups the first will flash off rapidly and leave practically no soot, while the other will burn more slowly and leave quite a little soot or carbon. Likewise, gasoline, which is but little more volatile than kerosene, burns hardly faster than the latter and but slightly more completely.

Therefore there are cases where the gasoline and not the oil is the cause of carbon deposits.

When the gasoline mixture is too rich this state of affairs is often the cause of large amounts of carbon. For it is not possible during the explosion stroke of the motor to get complete combustion if the mixture is too highly saturated.

A careful chemical analysis of the carbon scrapings, taken from the interior of the cylinders of automobile gas engines, very often shows that they are largely composed of silicate. Silicates are nearly always of a gritty nature. When grit is drawn in through the carburetor with all the mixture into the cylinders it is retained there by the partly burned oil, and the heat of combustion bakes it on to the cylinder walls in hard, brittle deposits.

In view of this condition it might be well to propose to manufacturers of carburetors and to designers of motors to modify or change their designs so as to prevent, as far as is possible, the road dust from being drawn into the interior of the gas engine. If they succeed in doing this they will have removed one of the causes of deposits in the cylinders and also reduced the wear on the bearings in the crankcase.

Another thing which causes carbon deposits is that after an automobile has been run for a certain length of time the exhaust pipe and muffler are apt to become more or less clogged with carbon, dust, dirt and partially burned oil. When there is a back pressure and when the motor cannot exhaust freely carbon trouble is caused by the incomplete scavenging or cleaning out of the cylinders. Another thing which makes it equally important to have the burned gases carried off quickly is the importance of having the explosion chamber clean when the suction stroke takes place.

Drivers of racing cars invariably insist on securing a high-gravity, volatile gasoline, a lubricating oil of proved worth and one that is known to deposit a minimum amount of carbon; besides, as their cars are not equipped with mufflers, there is no chance of stoppage in the exhaust.

Summing the entire matter up, the automobilist desiring the best results and the least carbon from his motor ought to use as light a gasoline as it is possible for him to secure; second, he should be careful to see that the motor is not running on too rich a mixture; third, to see that the exhaust pipe and muffler are clean; fourth, to keep as much of the road dust as possible out of the carburetor and motor, and, finally, use only an oil of known merit.

### SELECTIVE GEAR POINTS

It is essential in cars employing the selective method of gear changing that the telescoping shafts of the brake and gear mechanisms be kept well lubricated and clear at all times. The gear rocker shaft especially because of its rotative and longitudinal motions, gathers sand and dust from the road, and transfers it gradually through the entire length of the shaft, and into the gear box, if that enclosure happens to be in direct communication with it. Because of this the external portion of the shaft should be kept as free from oil as possible and carefully cleaned whenever the machines have been exposed to muddy roads. Lubrication should be provided only through the regular oilers, but at frequent intervals, care being taken not to use an excess of oil in any case.

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## Motor Cars

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Boston Branch

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Because some people seem to belittle the importance of stock car races, George M. Dickson, general manager of the National Motor Vehicle Company, offers a plan for a novel and convincing stock car race that would prove to the world the absolute importance of this kind of event. Mr. Dickson, whose company holds the stock championship, says that one way of convincing the public of the true worth of stock car races would be for the stock car contestants to supply the contest board of the American Automobile Association with the names and addresses of all their dealers over the country. Then let the contest board, all unknown to the manufacturers, "drop in" on these dealers and select from one, two or three stock cars such as are for sale to the public on the dealers' salesroom floors.

Then the contest board, without the manufacturer or dealer touching the machines, would have the machines shipped to the race course and entered in the stock car race that would settle the world's championship without one doubt.

By this means there would be absolutely no question as to the cars being truly stock machines. A contest of this kind would leave no room for doubt as to the nature of the cars competing. "This would be just one way," Dickson declares, "of allowing the public to appreciate the sincerity of the manufacturer who enters stock car contests and of guaranteeing the buyer that the car that wins such a contest has the same quality as the one he buys."



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Palace	31	163
Chicago	98	344
<b>Boston</b>	<b>104</b>	<b>363</b>

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A SUMMER'S USE WILL NOT IMPAIR THE NON-SKID EFFICIENCY OF THE

**Swinehart**  
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You can't do this with any non-skid tire that has projections. You CAN do it with the Swinehart (Keston Tread), because it is built on the depressed tread principle and has FOUR TIMES THE WEARING SURFACE of any other non-skid.

So it retains the non-skid effect four times longer than any other type. As a matter of fact, its life is equal to that of a smooth tread; and its traction and non-skid properties last until the tire is worn out.

Judge the safety and economy of this tire by the fact that the Chicago police department already is replacing all its pneumatic tires with the Swinehart (Keston Tread); and all the taxicab companies of San Francisco have adopted it, exclusively.

Equip now with Swinehart (Keston Tread) and save the price of new non-skid next winter. We will give you a demonstration, proving this tire superior to others.

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to see the 1912 Monarch Shock Absorber on some of the leading Demonstration Cars at the Auto Show next week. In the judgment of users and experts the Monarch represents the foremost development in the shock absorber field. It does not stiffen the springs; it progressively reinforces them as needed; it retains springs within safe normal range preventing spring breakage; it effectively checks recoil; it has many other great advantages. It is constructed on cars without drilling or other mutilation of either frame or axles.

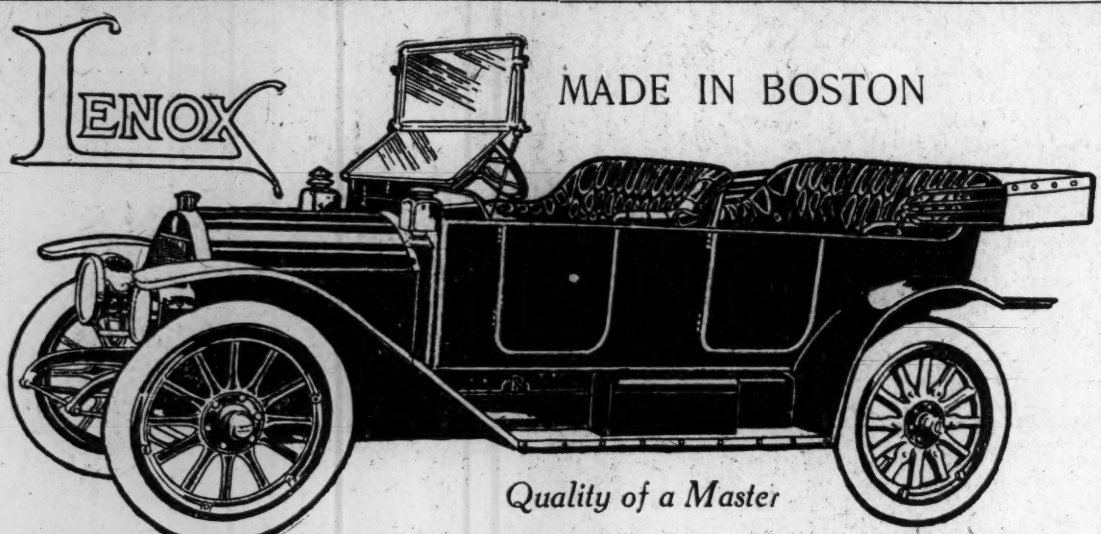
Among the large number to whom we are permitted to refer, we may mention the Chauncey Thomas Co. and the Lennox Motor Car Co. of Boston. Further information on request.

WELLINGTON P. KIDDER

Manufacturing Engineer, Jamaica Plain, Boston, Mass. Telephone 1908-W Jamaica.

The Monitor Is the Paper for the Home





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Motor 4 Cyl., 35 H. P., 4 1/2 x 5 1/4; Force Feed Lubrication; Parson's white bronze bearings; heavy crankshaft; three speed transmission (selective type); brake drum 14 in.; rear axle chrome nickel steel, heat treated; wheelbase, 116 in.; top, silk mohair; GLASS FRONT—Central Vision Whirlwind; speedometer, Hoffecker; Prest-O-Lite tank, tire holders, foot rest, robe rail, tonneau mat and lamps; Q. D. demountable rims, with one extra rim.

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MASTER MECHANICS in their respective lines handle it through its entire construction. The attention given to every detail identifies it with that distinctive "New England Quality" recognized the world over without superior.

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THE SELECT CAR FOR THE DISCRIMINATING FEE

To produce such a car as this requires time, patience, observation, experience and ability, each of which are most thoroughly reflected at first sight of this masterpiece.

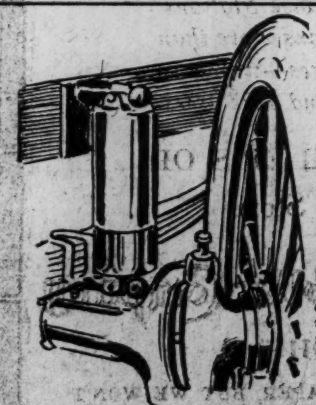
We regret sufficient space to advantageously demonstrate the merits of this car was not available when we applied at the present Auto Show, but our Boston Salesroom is but a half block from Boylston St. and it will pay you and please you to give us a call.

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Car

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Applied to the construction of a shock absorber a fluid, friction or other so-called absorber cannot adapt itself to all road conditions as does The Air Shock Absorber.

As costs nothing, weighs nothing, never wears out, never loses a particle of its resilience and air is the only thing that will neutralize the shock right when it begins.

Our new 16-inch stroke cushion is the greatest advancement in shock absorber construction known.

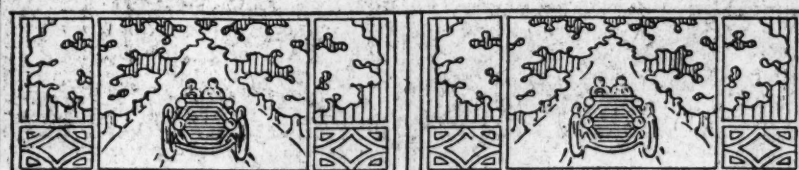
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MOTOR AND TRANSMISSION  
IN THE COMMERCIAL CAR

Question of Speed Ratios Is Closely Interconnected With That of Motor Type and Size Says E. P. Batzell in Paper Read Before S. A. E.

The matter of motor and transmission in commercial cars is not near to a definite settlement, which becomes apparent from a glance at the frequent motor sizes and transmission types, said Eugene P. Batzell, member of the Society of Automobile Engineers in a paper which he read.

The latter could be taken up as an entirely separate problem, he continued, the complication fully warranting this, if one includes in the discussion the question of used and proposed transmission systems, involving different methods of obtaining a desired speed ratio between motor and driving wheels. But the question of necessary speed ratios, viz., gear changes, and of ratio values is closely interconnected with that of motor type and size; the solution of which in one way or the other affects accordingly the selection of suitable transmission ratios, intended to assist economical performance.

Judging from the motors generally used now for practically identical vehicles and for the same service, one must believe that in one case the motor power capacity is greatly underrated, or that it is overrated in another. For example, taking the trucks of 6000 pounds carrying capacity of different makes, they will show the greatest variety in motor sizes from 230 cubic inches up to 570 cubic inches in piston displacement. Taking account of the existing difference in the weight of the vehicles proper, and also transferring the piston displacement to an even piston speed, the above figures would indicate that the several trucks require, from their makers' standpoint, from 21 cubic inches to 38 cubic inches piston displacement for each pound of total weight—vehicle together with rated load. The difference noted is practically 80 per cent. There can be no doubt that this cannot be caused through constructive features only, which leaves open the question which size is correct, especially considering the general economy of the vehicle.

Any load can be carried over any road with a small motor, or with a big one, as long as there is sufficient traction at the driving wheels and a proper speed ratio between motor and the latter. The smaller motor would take more time to accomplish the work, one of the points to be considered when choosing motors for some service requirements. The requirements might be such that, in some cases it would be fully justifiable to use a smaller motor for the sake of general economy, increasing, inversely, with the size, as long as the road and load conditions are light, with little chance of taxing the motor to its capacity in power development, or doing so but for a short time, which could not affect perceptibly the general result in service efficiency and promptness. When more severe conditions are expected to be dealt with, then it would seem proper to select a larger motor.

Introducing such difference in motor sizes in trucks of the same make and capacity, is likely to evoke objections, but it should be borne in mind that a decrease of the motor size below that which could be used well only in extreme cases of service conditions means a great saving for the purchaser and owner. In fact, it is advisable to install in a given commercial car the smallest motor which is capable of rendering the service with best economy under the average prospective conditions, taking into account the time required as against the saving in initial, running, etc., costs, as compared with the larger motor.

When studying motor characteristics, particularly the fuel consumption curves, one notes that the minimum of the latter lies at comparatively high speed, 800-1200 revolutions per minute, depending on the construction and type, but action with full throttle opening only being considered. From the standpoint of fuel economy it would seem best to have the motors running at all times with wide open throttle and at a speed approximately equaling that of their corresponding minimum in the fuel consumption curve. The revolutions per minute frequently employed in practice for the rated normal vehicle speed favorably approach the above figures of most economical motor speed. This would assist in approximate figuring of motor size, because it imposes a limit upon its desirable speed. For instance, suppose that the easiest conditions to be figured on in a prospective service offer a tractive resistance of about 20 pounds per ton of weight; in the case of an empty vehicle this would require a moment at

the driving wheels of 36-inch diameter, of 20 by 3 by 18 equals 1080 inch-pounds. Should the motor speed be limited to 1000 revolutions per minute and that of the car to 15 miles per hour, the required highest ratio between the motor and the wheels will be about 7, which figure is often found in practice for direct drive. With a mechanical efficiency in the drive of 65 per cent, the necessary motor power can be

$$1080 \times 2 (3.1416) \times 1000 = 3.75 \text{ hp.}$$

$$7 \times .65 \times 33,000 \times 12$$

Similarly when the truck is carrying its rated load of 6000 pounds per ton and at a speed of nine to 10 miles per hour, its required drive ratio would be about 10, if the motor revolutions per minute are somewhat lower than 1000. The motor power at the same time is

$$40 \times 6 \times 18 \times 2 (3.1416) \times 900$$

$$10 \times .65 \times 33,000 \times 12 = 9.5 \text{ hp.}$$

The last figure should disclose the great lack in general economy when trucks of the above type are equipped with motors rated at 30 to 50 horsepower at 1000 revolutions per minute. Less than one third of this power is necessary during most of their runs, which means that the motors are strongly throttled, and accordingly work with very low efficiency.

It would be uneconomical to sacrifice the motor size to gain a trifle in the transmission construction, its cost and simplicity of operation. In the long run it is more satisfactory to have an economically working motor with experienced drivers.

In the former example the greatest tractive resistance should be assumed at 100 pounds per ton with the car ascending a 10 per cent grade under full load. The vehicle speed during those abnormal conditions might well be reduced to 1 1/2 miles per hour. This lowest possible speed generally is to be determined by the character of the service in each individual case. The motor speed should be about 800 revolutions per minute, which gives the drive ratio at this moment equal to 57 or about twice lower than present practice. The motor power required during this run is

$$100 \times 6 \times 1200 \times 18 \times 2 (3.1416) \times 800 = 11 \text{ hp.}$$

$$57 \times .65 \times 33,000 \times 12$$

A motor of about 200 cubic inches piston displacement is ample for the above example, and its dimensions could be taken as any long-stroke combination, for instance, 3 1/2 by 5 1/2 inch.

ON TOUR, THE LOAD  
SHOULD BE LIGHT  
AS PRACTICABLE

Compactness Is Desirable Also for Riding Qualities as Well as for Convenience of the Occupants

Obviously, the average passenger automobile, designed primarily as a pleasure vehicle, should not be overloaded.

A five-passenger touring car of medium weight is quite capable of taking care of all the baggage a party of five need take on a trip of ordinary length. But when this is increased until the car on its way through the country has the appearance of a moving van it cannot reasonably be expected to perform its work with any degree of comfort to the passengers.

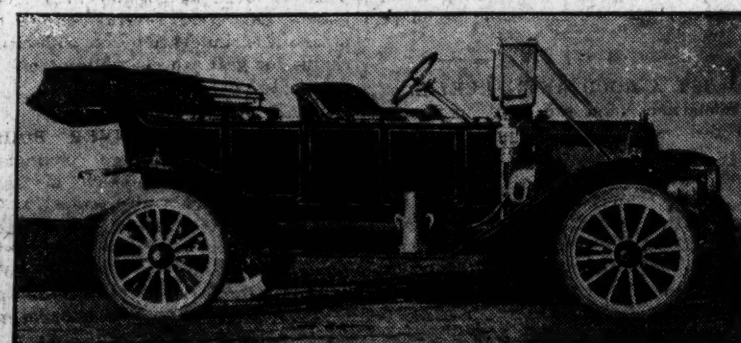
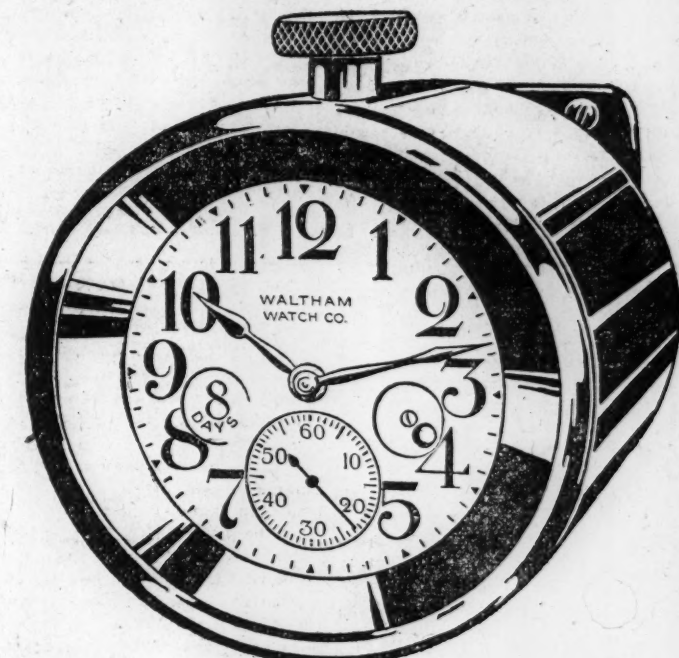
The springs and suspension of the car are designed for a given load, and a certain percentage is allowed as a factor of safety and to take care of any reasonable amount of overload. But a very uncomfortable vehicle can be made of the best of cars by overloading to such a degree that the shocks which are given by the irregularities of the road surface are transmitted directly to the occupants of the car.

In loading the car compactness must also be made an object, not alone for convenience of the occupants but to insure the easy riding qualities of the car itself. It is, therefore, advisable for the occupants of a car when starting on a tour to remember that it is of great importance to carry as little as possible and to carry that little compactly.

## HUB CAPS SHOULD BE CLEAN

The hub caps, as well as the wheel and knuckle bearings, should be clean and free from veridigis such as may accumulate in the brass attachments. This, while often said before, is worthy of repetition. Because the bearings involved usually require little or no attention there is a great tendency to neglect them.

## FLANDERS TOURING CAR 1912

WALTHAM  
8 DAY  
TIMEPIECES

FOR

## Automobiles and Motor Boats

THEY are the result of three-quarters of a century devoted to making the world's standard timepieces. The only 8-day 15-jeweled timepieces adjusted to temperature and built to keep accurate time under the very severe conditions of automobile and motor boat service. Runs 10 days with one winding, and has a warning indicator which gives three days' notice for rewinding. The casing affords absolute protection from moisture, dust and theft.

Price \$25

These timepieces are shown on the following world famous cars at the Boston Automobile Show:

Packard, Pierce-Arrow, Peerless, Cadillac, Stevens-Duryea, Chalmers, Velie, Winton, Rambler

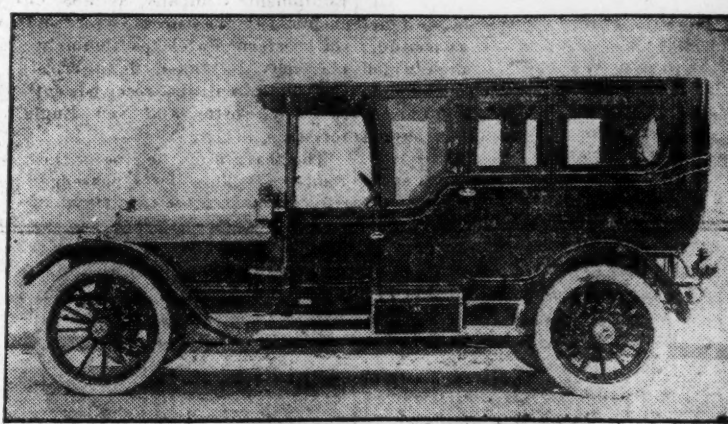
SEE OUR EXHIBIT AT THE BOSTON AUTOMOBILE SHOW

If you are unable to obtain these timepieces from your dealer, write direct to us.

SEND FOR FREE ILLUSTRATED BOOKLET

Waltham Watch Company  
WALTHAM, MASS.

## ALCO LIMOUSINE FOR 1912

SOUND FROM MOTOR  
TELLS THE DRIVER  
OF LOOSE MANIFOLD

Curious Wheezing Noise Often Comes From Point in Exhaust Line Where Piping Leaks

A curious wheezing sound, at times almost approaching a whistle, sometimes is heard issuing from the motor. Search often will be made without results because of the concealment of the source of trouble.

Usually it will be a safe guess that the sound issues from a point in the exhaust line, where the piping has opened into a leak. As the gas under a pressure of 30 pounds or thereabouts rushes past the opening, a small amount passes through the opening giving vent to the sound, which will often prove most elusive.

When a leak is found in the intake line it is not accompanied by the same noisy features that insure detection of leaks in

the exhaust line, but will be occasioned often by the blow-backs occasioned by a mixture which is too weak. The suction of the engine will naturally draw a quantity of air through the opening, thus diluting the charge and giving rise to the symptoms generally accompanying the lean mixture.

Chief of the causes of leakage in the exhaust line is the vibration of the engine, combined with the crumbling of the gasket, which keeps the joints tight while it is in good condition. In spite of the fastening which holds the flanges tightly together, the constant shaking of the engine, which will be present, no matter how well balanced it may be, will cause the two flanges to work upon each other. This, combined with the high temperature present at this point in the line of the engine, will cause the packing or gasket to harden and eventually to crumble as the length of time it is submitted to wear increases.

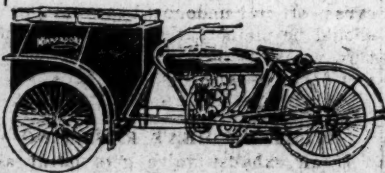
WOLLASTON MASONS ENTERTAIN  
QUINCY, Mass.—Wollaston lodge, A. F. & A. M., held a women's night in Alpha hall Friday evening. About 350 persons were present. Following a reception an entertainment was given consisting of selections by Patti's orchestra, readings by Mrs. Helen B. Churchill and Miss Rose G. Boynton, interpretative dances by Miss Madeline I. Randall and a drama entitled "Wagner at the Smallville Woman's Club."

## MERCHANTS

SAVE ON YOUR PARCEL  
DELIVERY

THE  
Minneapolis Tricar

Solves the vexing problem of light deliveries.



Here you have speed and low cost—less than 1/2 cent per mile. Capacity, 300 lbs.; box, 24x24x30 inches; 5 h.p. unit power plant, two speed; developing 12 h.p. on low speed.

Exhibit No. 356, at Auto Show

Boyd Motor Co., Boston

27 Stanhope St., Phone Tremont 468



## DIVERSITY OF OPINION IN REGARD TO THE PROPER WIDTH OF SPARK GAP

If any one, by chance or design, has collected a number of catalogues descriptive of ignition apparatus, says the Motor World, one of the first things that will become apparent, upon investigation, is that though magnetos in general are of very nearly the same shape and the principle on which they operate is almost identical, there is a surprising amount of difference regarding the accepted size for the gap at the contact points of different instruments. Incidentally, there is very nearly as surprising an amount of difference in the size of the gaps which the same manufacturers recommend between the points of the spark plugs.

In the products of eight of the more prominent magneto manufacturers, no less than five different lengths of gap are advocated; they vary from .016 of an inch, which is the smallest, to nearly double that size, or .031 of an inch, the largest.

The gap in question, it should be explained, is that between the contacts of the make and break mechanism when they are most widely separated and not that in what is styled the safety gap.

Of course every one who is well informed knows that the purpose of the make and break mechanism in a magneto is to interrupt the primary current generated by the rotation of the armature in the magnetic field. The safety gap, on the other hand, acts merely in the same capacity as a safety valve on a steam-generating boiler. That is, if the high-tension current cannot find an outlet at the spark plugs because of a broken wire, the damage which otherwise might result to the comparatively delicate winding on the armature is prevented by the safety gap, which permits the "bottled up" current to escape.

Naturally, the different methods of construction which are used by different manufacturers have considerable bearing on the size of the gap between the magneto contact points that is most efficient. But there are several other considerations that govern this size as well and they all must be met. Incongruous as it may seem, the chief consideration is a mechanical one rather than an electrical one. Actually there is no electrical reason for any particular size of opening, assuming, of course, that the condenser is 100 per cent efficient. Not all condensers are, however, and this imposes another condition. But disregarding other things, an opening is an opening, regardless of its size, and it serves its purposes in interrupting the primary current.

But that the gap cannot well be greater than a certain size readily may be appreciated, in consideration of the fact that contact must be made and broken twice for every revolution of the armature. Correctly adjusted, and with an efficient condenser, a well-designed magneto will operate properly at speeds up to 5000 revolutions a minute, and in order to do so it is necessary for the make and break mechanism to interrupt the current 10,000 times in a minute. Which is to say, the contact point must be brought together and separated again that number of times in a minute. From this it may be seen that the actual amount of time for the contact points to come together and separate almost is infinitesimal.

It follows therefore that the gap between them must be as small as possible, within certain well defined limits, which are governed by the efficiency of the condenser, because the time required for the points to come together after having been widely separated would be considerably greater. Operating at such speed

as a matter of fact it is likely that the enlargement of the gap by the merest fraction of an inch would so throw the apparatus out of adjustment that the cam which causes the contact points to come together would make another revolution before they had had the time to move the required distance.

"Another consideration which makes a fairly small gap necessary is the hammering action to which the points are subjected when they are brought into contact. Though each single blow is necessarily very slight, it occurs with great frequency, and the aggregate force is considerable. It is practically the same as the continual dropping of water on a stone. Also, with too large a gap, the circuit is broken before the armature has reached the position for the greatest efficiency with the timing lever in the full advance position; as a result, the magneto is likely to miss. Similarly, if the gap is too small the contact points will be separated too soon with the ignition timed at full retard, and consequently the spark will be weaker.

Briefly, these are the principal points which govern the size of gap which must be used, and though magnetos will operate with gaps smaller than the manufacturer advocates, a common form of trouble almost invariably results, though it seldom is attributed to the right cause—in the burning of the spark plug points. This is due to the fact that up to a certain limit a magneto will deliver a hotter spark with a smaller gap, but in addition to burning the spark plug electrodes as a result, there also is grave danger of ruining the condenser. And it is here that the efficiency

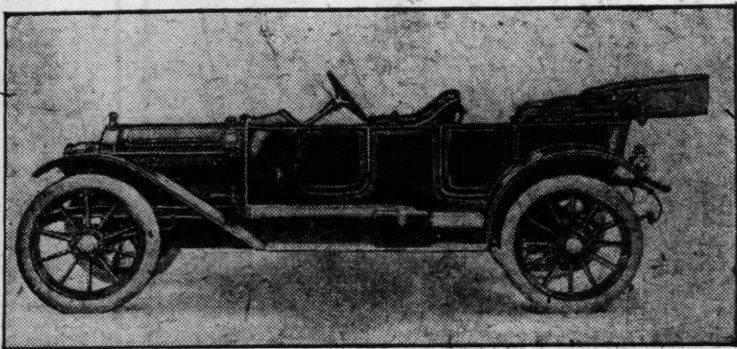
of the condenser bears on the size of the gap which must be used. When the gap is very small the arc which results when the current is interrupted continues longer than it does when the gap is larger.

Theoretically, the condenser should damp out the arc; some are more efficient than others in this respect, but none will damp it out entirely. It is this arc that burns up the magneto contact points. When the gap is increased, the time that the arc survives is reduced and the longevity of the contact points is increased. How great is the diversity of opinion regarding the proper gaps that should obtain is shown by the following table of sizes recommended by several magneto manufacturers:

Magneto	Gap	Plug gap
Pittsfield	.016	.021
Simms	.019	.031
Rosch	.019	.019
Heinze	.020	.020-.025
Connecticut	.020	.025
Spilldorf	.031	.020
Remy	.031	.031
Pfannstiel	.031	.031

Actually, the best size of plug gap to use can only be determined by experiment. The size of the gap between the contact points in the magneto, however, never should be varied from what the manufacturer recommends. Even the slightest increase or decrease in the size of either gaps may have a most decided effect on the operation of the engine, and though the average individual scarcely can be expected to measure so small a gap as one of .016 of an inch, for instance, nearly all the manufacturers supply gauges with their instruments, for the purpose of establishing the proper setting of the points.

### LEXINGTON TOURING CAR FOR 1912



### PATHFINDER CAR, NEW TO THE EAST, SEEN IN BOSTON

Machines Which Have Met With Much Success in Western States Now Here—The Armored Roadster

Pathfinder cars, new to New England and to all the eastern states for that matter, have been appearing on Boston's streets during the past few days and exciting much favorable comment. A full line of these machines has just been received by the New England Sales & Equipment Company at 188 Columbus avenue. If the successes of this car in the western states, particularly California, may be taken as a criterion the Pathfinder will be received enthusiastically by Boston and New England motorists.

The feature of the line is the armored roadster. This two passenger design

has individuality, style, power and is geared for speed. The body is constructed to give great comfort to its occupants. The seats are thick, low and tilted. It is upholstered in dull black, hand buffed leather and finished in dark blue with gray wheels.

Other models include a five passenger four door touring car, a four passenger phaeton, and a Martha Washington coach. All Pathfinder models are built upon one standard chassis and all bodies are interchangeable.

Every detail entering into the construction of these cars has been tried out carefully by engineers of great experience and long standing in both American and European manufacturing of high grade machines.

### SIX-CYLINDER AUTO IS GROWING IN POPULARITY

J. S. Harrington, Agent of the Everitt Car, Is Much Pleased With Outlook for the Year

"To any one who follows the trend of demand in the automobile field, it is apparent that the six-cylinder type will be popular among the buyers this season," said J. S. Harrington of the firm of J. S. Harrington & Co., New England distributors of the Everitt line.

Aside from the demand from the populace for the six-cylinder automobile, the increase in the number of manufacturers now making a "Six" verifies Mr. Harrington's statement.

The Everitt plant is working day and night to meet the demand for Everitt cars and Mr. Harrington was told that just the same condition exists in several Detroit factories which would bear out the statement that has been made that 1912 will be the biggest year in automobile history.

The Everitt line for 1912 consists of a 48 horsepower six-cylinder, of chrome nickel steel construction throughout—with the new mono-bloc type, long-stroke motor and a wheel base of 127 inches. The 4-30 is identical in construction with the six-cylinder, and has a 115 inch wheel base.

The well known standard Everitt 30 is also continued for 1912, making a very complete line. All cars come completely equipped.

#### NOT A GOOD ANTI-FREEZER

Sometimes kerosene oil is recommended as an anti-freezing mixture to keep the cooling water of the motor from freezing. Even if it were possible to mix oil and water intimately, the combination would possess serious drawbacks. For its boiling point would be high, causing the motor to become abnormally hot, and waste would be deposited on the interior walls of the radiator and of the cylinder jackets.

## AMERICAN DESIGNER COMPARES FOREIGN MODELS WITH OURS

W. H. Emond Says Flush-Sided Body and Sloping Type of Hood Are Most Popular in Europe

### SCUTTLE FRONTS

W. H. Emond, a well-known automobile designer, has just returned from a European trip made for the purpose of studying the development of automobile body design in Germany, France and England. Concerning automobile body development in Europe, Mr. Emond said:

"The flush-sided body and the sloping type of hood seem to have great favor among all European manufacturers, and it is interesting to note the way the various designers are going at it.

"England has led in the development of the flush-sided type, and France seems to be the last one in line. This may be because the French designers do not like to admit that they are following any others.

"In Germany everything is flush sided, and the Germans are also carrying the matter of the scuttle front to the extreme. One of the most popular types now seen in Germany has a scuttle to both the front and rear seats, the back of the front seat being developed into a scuttle design. Concerning the matter of placing the control levers inside or outside of the body, there is a wide divergence of opinion, but the practice which obtains to the greatest extent is that of putting the shift gear lever inside the body, the emergency brake outside.

"It is interesting to note the development of the artistic. The French designers are all for graceful and consistent design with the body lines developed to give the fullest harmony of outline and balance of proportion. In England the whole idea seems to be utility and practicability. The Englishman gets the idea that he wants both levers inside and he puts them there and builds the body around them apparently without consideration as to the effect on the body contour.

"Every once in a while the sloping type of hood crops out unexpectedly from some old-line designer, and even on the water-cooled cars that still put their radiators at the front of the chassis there is a tendency to slope the hood from the dash down to the radiator; in fact, a great many designers think this sloping type of hood is the only type and the more fully this type can be carried out the better the appearance of the car."

In comparing American designers with the work of the foreign designers, Mr. Emond says:

"It naturally afforded me a great deal of pleasure to see that what we have developed as the most satisfactory type of design is what the European designers are attempting to approximate."

### ONLY NINE AUTO RACES CARDED

During the past month automobile racing prospects for 1912 have not improved and the possibility of a paid successor to Samuel M. Butler as chairman of the contest committee of the American Automobile Association is by no means encouraging to the many applicants for the position. Up to the present only nine events have been awarded definite dates, while the list of proposed contests totals 19. Of these probably 10 or 12 will finally find a place on the schedule list.

The first of the events was the Bakersville road race in California. This is to be followed by the San Jose (Cal.) track meet on March 17. Then there will be no events for two months unless sanctions are granted for a track meet at Montgomery, Ala.; a reliability run at Houston, Tex., and the Los Angeles speedway meet. The three last named are proposed, but dates have not been officially assigned, pending compliance by promoters with requirements of the contest board. The dates are March 4 and April 27, respectively.

#### TO USE CHAINS IN THE GEAR BOX

It seems that in next year's European models the chain will again be in evidence, not as the means of final transmission except in cars of the commercial type, but in other portions of the chassis mechanism, notably in the gear box and in the driving of the valve actuating cam shaft. This has come about through the effort that has been made to reduce noise as much as possible in the power plant. Last year several foreign firms made the innovation of substituting chains for gear wheels while others were known to be experimenting.

#### ENTRANCE TO DENVER BOUGHT

DENVER—The Chicago, Burlington & Quincy Railroad Company, in its determination to gain an entrance to Denver by way of Market street, has already expended \$150,000 for right of way, and will probably spend \$50,000 more before it has secured all the property necessary to the accomplishment of its purpose.

## Paris Inspired

## New Original Fashions in Women's Motor Coats

### Most Sumptuous Display in Boston

A bevy of handsome, exclusive models, just out of their packages, and emphasizing the latest authentic styles, fabrics, colors and trimmings that the great fashion designers of Paris, London, Vienna and New York have decreed as correct for Spring and Summer wear.

For the past two months our coat buyer has been in Europe. There he has attended the world-famous fashion shows in Paris, London, Vienna, Berlin, Nice, Monte Carlo, the Riviera, and the magnificent Spring openings of the great French costumers, carefully studying there, at the very fountain sources of style, the genuinely authentic modes for the coming season, and securing for us the largest shipment of BEAUTIFUL, EXCLUSIVE and ALLURING COATS ever shown in New England.

In addition, the most distinctive garments of the foremost American designers are shown here in far GREATER VARIETY than anywhere else in Boston.

Special Offering Beginning Monday, March 4th

## An Unusually Handsome New Model Motor Coat

Regular Value 29.50 **25.00** Semi-Fitted Model

This attractive coat is one of the most striking new models shown for the first time this season.

Made of serviceable mixtures, cut on real graceful lines, with pretty shawl collar buttoning high at the neck.

Comes in soft shades of brown and gray. Splendidly made, very stylish—an ideal traveling or motor garment.

OTHER MODELS FROM 25.00 UP TO 75.00

Women's Coat Section—Second Floor, Main Store

## Jordan Marsh Company

New England's Largest Retailers of Apparel

### EXTRA AIR VALVE ON CARBURETTOR MAY REDUCE COST

Engine Then Could Be Used for Breaking Purposes With Lessened Depreciation and Other Advantages

Manufacturers as a rule have been quick to see and adopt valuable features which are calculated to increase the efficiency of their products in general, says the Motor World, so perhaps it is not to be wondered at that they have completely overlooked at least one small thing which, if properly designed and applied, should go far toward decreasing maintenance cost and depreciation.

Briefly, it is the fitting of an extra air valve, to the carburettor, by means of which pure air may be admitted to the cylinders when the engine is used for braking, instead of making necessary the use of the "mixture" for this purpose.

That not a few motorists appreciate the advantages incidental to the use of the engine as a brake is not to be gained; depreciation is lessened for the reason that the braking effort is applied smoothly and steadily. Also the braking effect is perfectly equalized, assuming of course that the coefficient of friction exists at both rear wheels.

In order to obtain the greatest braking effect from the engine, however, the throttle must be opened to its widest limit, and herein arises the objection that under such conditions gasoline consumption increases.

If instead of necessitating the use of the "mixture" in order to obtain the greatest braking effect an extra air valve were provided, the benefits accruing would be twofold, in that gasoline consumption would be decreased and the general wear and tear on the car incidental to ordinary braking strains would be reduced materially.

Of course the design of such a valve requires considerable study, for it must be so constructed that under ordinary running conditions the quality of the mixture is not affected as it would be by leaks. But its design scarcely entails the solution of problems harder than those that have been solved in the evolution of other parts of the car, and because of its undoubted advantages it should be plain that the initial expenditure necessary in its production will be more than repaid in the end.

#### MUST BE HEAT RESISTING

If an exhaust valve gets burnt and needs grinding in after only doing 300 or 400 miles, it is quite possible that the valve used is not made of the correct material to withstand the great heat to which it is subjected. Try one made of special heat-resisting material. A large jet would cause valve burning, also, partially lifting the exhaust valve lifter instead of using the throttle lever to control speed.



## Diamond TIRES

Consider these facts, Mr. Chauffeur

YOUR worth to the man whose car you drive is measured not only by your skill in driving, but by your ability to buy his supplies and maintain his car economically.

Tire expense is the largest single item in the cost of running a car: there is only one way for you to keep your tire bills down to a minimum, and that is by buying Diamond Tires and sticking to them.

There is only one basis on which you should buy tires to use and that is on a Quality and Mileage basis. And buying tires on that basis means buying Diamond Tires.

The tires that are most profitable to your employer are the tires that should be most profitable to you.

In addition to dependable dealers everywhere, there are FIFTY-FOUR Diamond Service Stations. Diamond Service means more than merely selling tires—it means taking care of Diamond Tire users.

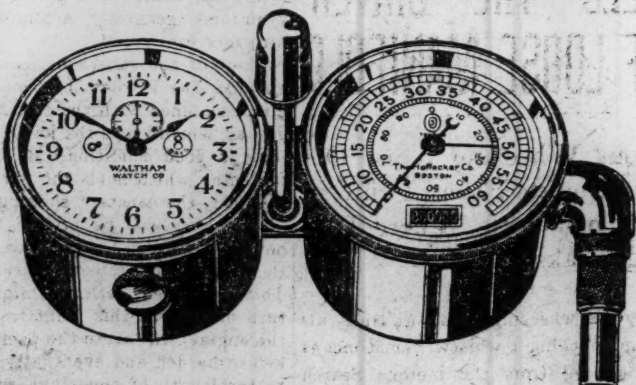
AT YOUR DEALER'S OR The Diamond Store

The Diamond Rubber Company

AKRON, OHIO

WE COULD BUILD THEM CHEAPER, BUT WE WON'T WE WOULD BUILD THEM BETTER, BUT WE CAN'T

## A COMBINATION OF Unusual Excellence THE HOFFECKER SPEEDOMETER AND THE WALTHAM 8 DAY TIMEPIECE



These two world-famous products are the last word in Accuracy and Dependability. Two products already famous as the undisputed leaders in their respective lines.

Many leading Automobiles fitted with this combination will be on exhibition at the Boston Automobile Show.

New Features—New Fittings for 1912—will be on exhibition at our Space 517.

THE HOFFECKER COMPANY BOSTON MASS.



## THE CHILDREN'S PAGE

DRAWINGS BY  
FLOYD TRIGGS

THE BUSYVILLE BEES

RHYMES BY  
M. L. BAUM

The bees' new stage is nicely set  
To make a pretty view.  
When Frog, who likes his pleasures wet,  
Must take a hand in, too.

He thinks he'll introduce some wit  
To 'prise the busy bees'  
And live up to the play a bit  
The audience to please.

A pastoral they're acting out,  
Which means a meadow play.  
The chorus have to sing and shout  
To hail the Queen o' May.

The shepherds are in corduroy,  
The pretty shepherdesses  
Have starched frills and ribbons gay,  
Their very newest dresses.

They're down beside the lily pond,  
With mushrooms on the shore.  
And blue bird, who of baths is fond,  
Drops in to take one more.

The big old sun is getting fat,  
Which shows he's near to setting.  
When rain begins to pit-a-pat  
And give them all a wetting.

But safe in mushroom's roomy ring  
A crowd can shelter well, Ah!  
A mushroom is that rarest thing,  
A waterproof umbrella.

And on the pond the dancing drops  
Make many a pearly dimple.  
'Neath rose's hood then Sammy hops  
And wraps him in her wimple.

The twins beneath a glory bell  
Appear to be extinguished.  
While Mr. Lady Bug's umbrel'  
Is really quite distinguished.

Buzz races with the speedy drops  
That chase him helter-skelter.  
'We fear this drop will catch him ere  
He makes the mushroom's shelter.

But curious young Otto Bee,  
Looks up to see the cloud.  
And what he thinks of Froggy he  
Begins to say out loud.

The audience finds this, no fear,  
The best of all the show.  
And sun, who's grinning ear to ear,  
Will add a bright rainbow.

(Copyright 1912 by Alexander Dodds. All rights reserved)

## MOTHER GOOSE SPRING RHYMES

THESE new Mother Goose rhymes  
might be recited by children dressed  
up in costumes to suit the characters  
they represent.

## MOTHER GOOSE:

Jack and Jill,  
With pail to fill,  
What do you do in spring?

## JACK AND JILL:

We fill the tubs and water the flowers  
For that dear busy mother of ours.  
And if some falls downhill we find  
We jump up quick and never mind.

## MOTHER GOOSE:

O Curlylocks, Curlylocks,  
What do you do  
When the spring days come in,  
And the sky is so blue?

## CURLYLOCKS:

I sit on my cushion  
And sew, fast indeed,  
For many new dresses  
In springtime we need.

## MOTHER GOOSE:

Little old woman,  
Who lived in a shoe,  
What do you do in spring?

## WOMAN:

I open the door  
Of my shoe very wide,  
And I send all my children  
To scamp outside.  
Then I sweep and I dust,  
And I bake and I fry,  
With no one to hinder me,  
No one to fry.

## MOTHER GOOSE:

Little Jack Horner,  
Out of your corner,  
What do you do in spring?

## JACK HORNER:

I gather spring flowers  
For a pretty bouquet,

To take to the little girl  
Over the way.  
We play keeping house  
In the yard, she and I,  
And I give her my plums  
And the half of my pie.

## ALL TOGETHER:

Sing a song of springtime,  
Hearts are full of joy,  
Pleasant work and pleasant play  
For every girl and boy.  
When the winter's over,  
We all begin to sing,  
Isn't that a happy time  
That ushers in the spring?

—Children's Magazine.

## INK PICTURES

Procure a number of pieces of paper  
and fold them down the middle, so that  
a clear crease is left, like a ruled line  
running across the center. Procure a  
bottle of ink and a very thick pen—a  
quill pen is best; but if this is unob-  
tainable use a very thick stub.

Dip the pen in the ink, taking up as  
much ink as possible. Now, write your  
name along the creased line, seeing that  
the bottom of the letters rest on the  
line. Now, while the ink is still wet,  
fold over the paper along the crease, and  
rub it with your hands, spreading out  
the ink inside as much as possible. Then  
open out the paper. You will find inside  
the ink outline of the funniest little ani-  
mal you ever saw. It will probably look  
like a squashed beetle, or a shrimp or  
lobster, but it will vary greatly. Get  
all your friends to sign their names in  
this way, and you will have great fun  
in seeing the fantastic figures which are  
thus formed.—St. Paul Dispatch.

## WHY?

WHY does a match go out when we  
blow it?

When a match or a fire burns it makes  
a certain amount of heat. Now, it needs  
heat in order that it shall burn at all,  
and that is why we have to put a match  
to a fire. Once it has been started  
burning, it will keep itself hot enough  
to go on burning as long as there is  
stuff to burn and air to burn with it,  
says the Children's Encyclopedia.

We can blow a match out because we  
blow away the heat in the hot gases  
which are just going to burn, and the  
whole thing becomes so cold that it will  
burn no longer, any more than the match  
would before it was struck. Any fire  
the heat of which is in the gases, it  
makes can be blown out in the same  
way if we have a big enough wind to  
do it. You must have seen the wind  
blow out a fire at some picnic. But  
the wind cannot blow out a coal fire,  
because much of the heat which keeps  
the fire going is in the glowing coal it-  
self, and the wind cannot blow that  
away. We can make a match blow  
more quickly by blowing on it gently  
enough, so as not to blow its heat away  
altogether, but so as to keep up a  
brisker supply of air than if we were  
not blowing at all.

## HUNGRY LEE

Four-year-old Lee and his mother were  
invited out to dinner, says an exchange.  
Shortly after arriving the hostess said,  
"Lee, we haven't any playthings for  
little boys. What shall we do to amuse  
you?" And Lee replied, "Just let me eat  
a lot."

## WHAT "V" OVER HIS DOOR MEANT

MANY YEARS ago a young fellow  
entered the freshman class at Am-  
herst College—a lad with a square jaw,  
a steady eye, a pleasant smile and a  
capacity for hard and persistent work.  
One day, after he had been in college  
about a week, he took a chair from his  
room into the hall, mounted it and  
nailed over the door a large square of  
cardboard on which was painted a big  
black letter V, and nothing else.

College boys do not like mysteries, and  
the young man's neighbors tried to make  
him tell what the big V meant. Was it  
a joke? What was it? The sopho-  
mores took it up and treated the fresh-  
man to some hazing; but he would make  
no answer to the questions they put.  
At last he was let alone and his V re-  
mained over the door, merely a mark  
of the eccentricity of the occupant.

Four years passed. On commencement  
day Horace Maynard delivered the valedic-  
tory of his class, the highest honor  
the college bestowed. After he had left  
the platform amid the applause of his  
fellow students and of the audience,  
one of his classmates accosted him:

"Was that what your 'V' meant? Were  
you after the valedictory when you  
tacked up that card?"

"Of course," Maynard replied. "What  
else could it have been? How else could  
I have got it?"

Maynard needed to tack no other let-  
ters over his door. The impetus he had  
gained carried him forward in life. He  
became a member of Congress, attorney-  
general of Tennessee, minister to Turkey  
and postmaster-general, and adorned  
every position to which he was called.—  
Youths Companion.

## GIVE AND TAKE

It is quite easy with a certain number  
of matches so to place them that they  
will make a larger or a smaller number  
than the actual number used, says an  
exchange. By using every one of eleven  
matches, for instance, we can make nine,  
and we can also make nine out of three.  
Nine matches can be so placed that they  
make three dozen or even 3½ dozen.

On the other hand, three can be so  
placed as to make four or six. Then,  
again, with five matches we can make  
19, and by taking one away we can  
leave 20. It is easy, too, so to place  
eight matches that they make 12, and  
by removing four to leave seven; add  
one match to two and make it six, and  
then exactly double the number, and the  
result will be 11.

## AMUSING FEAT

Place a cork upon the floor. Measure  
four lengths of your foot from it, and  
standing at this distance, attempt with  
one foot to kick the cork over and re-  
cover your position (both feet together)  
so that the foot that does the kicking  
does not touch the floor till it has re-  
turned to its mate.

The efforts of any one trying to main-  
tain an equilibrium in performing this  
stunt will arouse considerable mirth.—  
Woman's World.

## UNSOCIABLE

What are the most unsociable things  
in the world? Milestones, for you never  
see two together.—Sacramento Union.

## BIG "I" IN ENGLISH

Did it ever occur to you, asks an ex-  
change, that it might seem egotistical  
for you to write of your self with a  
capital "I" instead of using the small  
and less obtrusive one?

The English use of the capital "I" is  
one of the oddest features of the lan-  
guage—to a foreigner. If a Frenchman  
writes with reference to himself he  
makes "je" (the French equivalent of  
"I") with a small "j." So with the Ger-  
man, who may use capitals to begin every  
noun; he always uses the small "I" in

writing "ich." The Spaniard avoids, as  
far as practicable, the use of the personal  
pronoun when writing in the first person  
but he always writes it "yo," taking  
pains, however, to begin the Spanish  
equivalent of our "you" with a capital  
"T" in English it is surely big "I" and  
little "you," as the old saying has it.

## GENEROSITY

"Don, don you give Bessie the best  
part of that apple, as you were told?"  
"Yes, I gave her the seeds. She can  
plant them and have the whole orchard."  
—School Century.

## MONITOR BOOK OF GAMES

## WARNING

ONE of the players having been  
chosen "warner," takes his  
stand at the place marked off as  
"home," the rest remaining a little  
distance from it.

The warner then calls "Warning!"  
three times, and sallies forth with  
his hands clasped in front of him.  
In this position he must try to  
touch one of the other players, who  
strive to make him unclasp them by  
pulling his arms, drawing tempt-  
ingly near, etc. If they succeed in  
making him loose his clasp, or if  
he does so by inadvertence, he  
must go out in the field and the one  
who touched him becomes warner.  
If he succeeds in touching any one  
without unclasping his hands the  
captive becomes his ally and they  
both run home as fast as they can.  
Once home they are safe, and they  
then start out hand in hand, after

calling the three warnings, and try  
to capture another, without losing  
their hold. Every captured player  
is added to their ranks, but every  
one must be taken home first before  
he is admitted to a share in the  
fight.

The line of warners thus increas-  
ing, the difficulty of evading capture  
grows greater at every accession to  
their ranks, but it is also a source  
of weakness, being unwieldy; and if  
the hands do not hold to each other  
tightly, a player at large may break  
through at any weak point.

The field of play must be within  
rather narrow limits, for the only  
chance of the pursuing party to  
make captures is to pen or corner  
the fugitives.

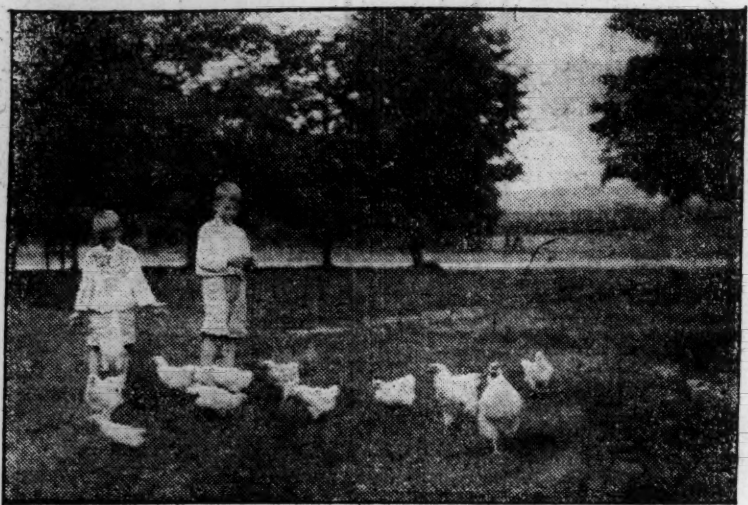
The last player to escape being  
taken becomes the next warner.—  
Exchange.

The Monitor prints one or two games each week. Cut out and paste in blank book  
and you will have a good collection.



## THE CHILDREN'S PAGE

## CAMERA CONTEST



Chicago boys feeding a flock of chickens at their summer home, McHenry, Ill.

TWO Chicago boys are pictured today. It is not in Chicago that you see them, however, but at their summer home at McHenry, Ill. The grounds seem ample, and perhaps the boys are getting some lessons in farming. They are engaged in feeding a flock of chickens. The photo is sent by Zella M. Coppock, who gets this week's award.

Honorable mention: J. Zachary Taylor, Skowhegan, Me.; Mrs. George S. Rogers, South Orleans, Mass.; Mrs. J. D. Falls, Lima, O.

In the Monitor's camera contest \$1 will be paid for the best photograph re-

ceived each week. The subjects may be historic places, quaint houses, parks, picturesque landscapes, marine views, river views, old bridges, school grounds or playgrounds, or children at play. With the photograph should be sent a title and the location of the view.

If a suitable descriptive story of not over 200 words comes with the picture and is used it will be paid for. Write name and address plainly and enclose stamps if return of the picture is desired. Send to "Children's Page," The Christian Science Monitor, Falmouth and St. Paul streets, Boston, Mass.

## SPORT AT A GEOGRAPHY PARTY

THIS party was arranged and carried out by a mother for her little daughter aged 12. The invitations were sent out two weeks in advance, to give the mothers time to talk it over and plan the costumes. In some instances possessions of the children determined the character they were to represent. For example, the little boy who had a complete Indian outfit came as "the first American"; a lad who rejoiced in a good, fat, plaster pig came as an Irishman with a high hat, a vivid green necktie and a quaint little black swallow tail coat worn over brilliant green knee-breeches.

The young hostess represented "Miss Geography." Her dress was a pale blue, with a band of maps pasted around the bottom. A wide, black girdle was the equator and the shoulders had a series of graduated gray capes marked "Cape Horn," "Cape Hatteras." Her neck was encircled by the "Isthmus of Panama." On her head she wore a cunningly devised cap of papier-mache made in the form of a globe, and in her hand she carried a wand from which blue and white ribbons streamed, bearing the names "North Pole" and "South Pole" respectively.

One of the amusements was a jolly game called Mail Bags. The guests sat on chairs in a semi-circle, and when the leader called out "The mail is going from Ireland to Mexico," the two children representing those places ran and exchanged chairs as quickly as possible. When the leader called "General Delivery," every one changed places; a chair was quickly taken by the leader, and the one who was left became the leader when the next "mail went out."

Another game proved a great success. A large map of Europe was hung on the wall, and each child was given a bit of paper marked "Sam"; the game was to

study the map first, in order to find the location of London; then each child in turn had his eyes covered, and tried to see how near he could come to putting "Sam" in London. Each slip of paper was left just where it was placed on the map until all had tried. Then it was great fun to see where "Sam" found himself. Only two came anywhere near London.

The last amusement was the most fun. The guests were told to form in line and go into the next room to buy their tickets for the country or place that they represented. They found a real ticket-office, with an accommodating father as the businesslike agent. As the applicant presented himself, the question was: "What country are you?" If the answer was "France," then the ticket agent replied, "Well, here is a ticket for Paris." When the Indian reached the office, the agent said: "Of course you want a ticket for Washington." The Irishman bought a ticket for Cork.

When all 12 passengers were ready to start, they went back to the "living-room" and found a train of 12 chairs waiting to begin the journey. A conductor and an engineer were on hand with whistle and punch and as the tickets were punched each child got off the train and found his or her city on a large map of the world hanging on the wall. There was a pointer, so that all could see the place when it was found. From each destination there was suspended a ribbon attached to a small parcel that the traveler took for his own, and when all had their parcels, the journey was ended. The favors were small hand-boxes, trunks and suit cases filled with bonbons.—Woman's Home Companion.

## SPELL OF WOODS

A boy of 15, who had gone camping with his father owns that when one of his father's "mates" arrived on the scene he felt himself for the moment a little shy and constrained. So he took his gun and walked away, saying that he was going after a partridge for supper. He says, telling his story in Forest and Stream:

I entered the old logging road and in due time arrived at the deserted cabin. There I sat down and began dreaming. Why had the cabin been left to fall into decay? Why had not some one reclaimed it for a home?

As I sat there, a boy of 15, I unconsciously became impressed with the mutability of all things human. The hemlocks and pines that looked down upon this dwelling had stood there for decades; men had come and gone, men would come and go, and still they would remain the grim old warriors. Some such thoughts as these, although vague and not then to be expressed, were floating through my mind.

My father's voice roused me, calling me by name. I started back, answering as I went, and soon I met him hurrying along and glancing anxiously in every direction.

"Oh, there you are!" he exclaimed, in quick relief. "I was afraid you were lost. Where have you been all this time?"

"Down at the old logging camp," I answered.

"What were you doing there?"

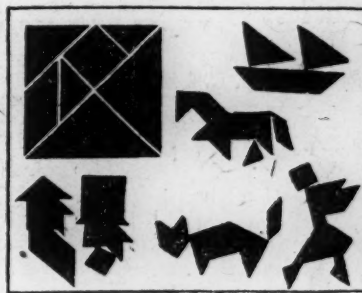
"Oh, nothing," I said, rather vaguely.

"Only thinking."

He looked at me sharply, and from that time I fancied that he treated me more seriously, or as if I were his own age. I had learned, he saw, the spell of the woods.

## PICTURES MADE OF TANGRAMS

GREAT fun may be had by making up pictures of all kinds of things from little pieces of black (or other colored) cardboard, called tangrams. To make the tangrams, says the Children's Encyclopedia, we take a square piece of cardboard and cut it into seven pieces, as marked in the accompanying picture. From those seven pieces we can make pictures of almost anything—a man, a boat, a house, a horse, a cat, and so on. Some examples are given on this page, but it must be understood that every one of the seven pieces must be used for each figure, and they must not overlap one another in any way.



TANGRAM FIGURES

Thousands of pictures can be made in this way, and skill comes with practice, but so many are the variations in arranging the little pieces of cards that even with designs before us as copies it is not always easy to make the pictures quickly from the tangrams.

In preparation for a party we should

a number of sets of tangrams, so that when we sit around the table each player may have a complete set before him. Then the name of some object, such as a cat or a boat, may be called out, and the players will see which can first form the object out of the little tangrams.

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All Things Considered

THE MONITOR should interest the management of high class schools as a publicity medium.

## ONCE ALL HORSES WERE WILD

WHO tamed the first wild horse? Nobody knows. Nobody knows when the first wild horse became the friend of man. We look around the world and see many kinds of horses, but we can never get far enough back to the beginning of the time when this splendid creature gave up the freedom of the wild and became one of the natural benefactors of mankind.

We think of the lonely wastes of the American continent, and remember that the Red Indians, splendid riders, have a type of horse which seems peculiarly their own. Were the Red Indians the first tamers of the horse in that lone, quiet land of which Caesar never knew? No, they were not, for when Caesar lived, though he had horses, there was not a single horse in the whole of America.

Horses there have been, and elephants, too, but it was millions of years ago, and they had all perished and become fossils long before any date to which we can trace man in America. Horses were reintroduced into America after the discovery of the continent by Columbus. The Red Indians and the natives of South America, who are today among the finest horsemen in the world, use horses descended from those carried there in ships by Europeans.

The Arab is a distinct type of horse, one of the most beautiful, intelligent, and faithful creatures in the whole animal world. Surely, then, we think to

ourselves, this must be a species of horse evolved in Arabia, and trained from the very earliest dawn of human history by the Arabs. But again we are wrong. Horses had been trained to human service long before the first Arab horseman vaulted into a saddle. We know that in the time of Strabo—a great Greek traveler and historian—the Arabs had neither horses nor asses, but rode to battle mounted on camels.

Moreover, the naturalist is able to prove, fairly clearly, that the lovely Arab horses are descended from the ugly wild horses of Asia, of which droves exist in freedom to this day.

There is no doubt that among the very first men to tame horses were the Turkomans and the Mongols. From the lands of these Asiatic peoples the horse was taken to India, and through Persia to Assyria, onward to Egypt and down to Arabia, where the breed reached its crowning glory until the English thoroughbred descended from the Arab, arose to challenge its eastern relative in beauty and speed, though not in endurance, docility, and gentleness.

While the Turkomans and the Mongols were taming horses in Asia, men of the stone age in Europe were taming horses in the West, and we have to believe that the very early Celts brought tame horses to Great Britain long before the Romans arrived. The ancient Britons were fine drivers and astonished the Romans with their feats.—Children's Magazine.

## MEASURES OF FORMER DAYS

FORMERLY one learned in school that 3 barleycorns equal 1 inch, 12 inches equal one foot, and so forth. Now they have taken the barleycorns out of the arithmetic and one more of the thousand natural bases of weights and measures has vanished.

Not from the records of antiquity, however. Nearly 1000 years ago the lesson students were kept at Winchester and King Edward decreed that "the measure at Winchester shall be the standard." Under the Normans the standards were transferred to Westminster and later became known as "the standards of the exchequer." In 1224 is recorded the exact manner of determining the standard inch. Three barleycorns are to be taken from the middle of an ear, dried and laid end to end.

The foot has its obvious natural derivation. The more ancient cubit was measured from the point of the elbow to the tip of the middle finger. Similarly Henry I. of England established the yard from girdle (meaning the girth of the body), the distance from the point of his nose to the end of his thumb, while his Parliament was working out the standards of length and weight according to grains of wheat and barley. And some of those parliamentary enactments have lasted in spite of arithmetic editors.

Did you ever wonder, for example, why your shoes are not measured by common standards? They are still numbered according to the length of the grain of barley, in a system of numeration by thirteens. Other units from natural dimensions are the fathom—fathm, the embrace—the length of the two arms from finger tip to finger tip; the hand, four inches; the span, nine inches; the finger, one eighth of a yard; the nail, taken from the tip of the thumbnail to the base joint, 2 1/4 inches.

Later monarchs started competition with the barleycorn. Under Henry VI,

Richard II. and Anne an inch was defined as "a thumb's breadth." That was the extra inch to be allowed in measuring cloth, for stretching.

The following entertaining manner of ascertaining standards in the sixteenth century is given in Koebel's work on surveying:

"To find the length of a rood you shall do as follows: Stand at the door of a church on a Sunday and bid 16 men to stop, tall ones and small ones, as they happen to pass out when service is finished; then make them put their left feet one behind the other and the length obtained shall be a right and lawful rood to measure and survey the land with, and the sixteenth part of it shall be a right and lawful foot."—Los Angeles Herald.

## MATCH TRICK

Here is a trick with eight matches. We will suppose that they are numbered 1, 2, 3, 4, 5, 6, 7, 8. The trick is to make four piles of the matches, two in a pile, by starting with any one of the eight matches; counting two matches from the start and then putting the match down on the third match. This same process must be gone through with until the matches are in four piles, and unless three matches can be counted each time before putting down the match to make a group of two the trick has not been properly done. The secret of the trick is to begin with match No. 5. Count back to the second match; this makes one pile. Then pick up match No. 3 (according to the original numbering), count to seven; this is the second pile. Then take one of the remaining single matches, count three (including our pile of two) and place the match on one of the single matches in the center. Do the same with the remaining matches.

## LITTLE PROBLEM

3. A passenger on a street car offers the conductor a one-dollar bill from which to take a five-cent fare. The conductor says he cannot change the bill. The passenger states that he has no other money but a five-dollar bill. The conductor replies that he can change the five-dollar bill, which he does, retaining five cents for the man's fare. How could he do so, and not be able to change a one-dollar bill? There is no "catch" in this. Look up your table of American money.

Answer to Little Problem No. 2.—Weight of brick is 12 pounds.

## HONEY-BIRD GUIDES TO HONEY

AN interesting account of the honey-bird is given by a correspondent of Forest and Stream.

A hunter or traveler at times will be astonished by the antics of this intelligent little bird, which alights on the twig of a tree and chirps incessantly with a shrill note. If you move toward the noisy little creature, it makes a slow flight to a nearby tree and continues its chirping; follow it again and the same performance is gone through.

Return to camp and the bird will follow you, always making the same noise to attract your attention, and will patiently wait, often an hour and a half, trying to get you to follow it.

On one occasion at the Umzingwani river, Mashonaland, South Africa, I noticed a honey-bird calling us, and when I told about the little fellow to some Australians who were among our convoy of wagons and carts, I was heartily laughed at. Being quite sure of my bird, I told the doubters to bring their rifles in case of game, and had one of our natives bring an ax and a bucket.

Although the bird flew ahead of us, at times coming quite close with its chirpy-chirp, chirpy-cheep, cheep, cheep! I was chaffed a good deal about my story that the bird would intelligently conduct us to a bees' nest.

Suddenly we stopped, for the bird's antics had changed and instead of flying ahead, it was now going from tree to tree in a close circle, so I called a halt and watched our little feathered guide. It stopped calling and made a swift dive downward to a pile of rocks and then back again to the tree. Going closer to the rocks, we could see nothing, although we were only some 15 feet away from where the bird had pointed.

With a shrill call the little fellow flew down against a fissure between two rocks and away again like a gray-brown streak. We then saw that part of the thin fissure had been sealed up with black wax or bees' pitch, and in the center were two or three small holes with bees peering out at us, waiting for the first move.

Wild bees returning to their hive and seeing men about will not alight, but continue on their course, in order to deceive the intruders; but if they know the nest is discovered they will enter, deposit their load and swarm round the entrance to protect it.

A swift examination showed us that this nest could not be robbed without shooting the rocks away with dynamite, so moving away a little distance we sat down to rest before returning to camp. The honey-bird came shrieking at us in evident excitement, darting away in a new direction and flying back to us. We decided to try again, so followed the little fellow, and had gone about 500 yards when it went through its circular movements again, this time indicating the lower portion of a huge old tree. We at once saw the entrance to this nest, although at first the bees

## UP-TO-DATE FACTS ON WHALES

IN a course of three lectures before the Lowell Institute in Boston Prof. W. Kuekenenthal presented a story of the whale, which is quite up to date, says Science. He stated that whales are descended from land mammals, and have become modified in their life in the water. They are not all of them marine animals, but some live in the brackish water at the mouths of rivers and others in the rivers themselves, hundreds of miles from the

mouths. There is a dolphin in the Elbe, another in the Amazon and a third in the Ganges.

The distribution of the whale is practically universal. Some are special to the Arctic oceans, but in general, now that the species are being closely studied, the evidence shows them to be limited only by the food supply and they will go wherever this food is to be found. They swim all the time, are true pelagic animals, but are limited in their approach to the shores by shallow water and rocky projections. The number of species is not known, it having been a habit of the naturalists to give species from different localities different species names. It is evident that some kinds are common to the two oceans and the speaker noted that about 250 species have been named of which perhaps 90 are valid.

Whale meat is good to eat, but being close to the blubber, which is filled with oil, it must be thoroughly separated from this to be palatable.

A whale has been known to follow a steamer in the South Atlantic for 24 days, during which time it could not have slept, it is claimed. Some French naturalists argue against the possibility of the whale maintaining its balance in the water if asleep. On the other hand the Deutchland killed a whale by collision with it, and it is asserted that this one was asleep, while Professor Kuekenenthal reported that he had observed the white whale asleep. The speaker believed in the sleep of whales and thinks that there may be some automatic action which gives the animal way enough to keep it in equilibrium.

One of the items that this authority set right was the so-called spouting of whales. Almost since time immemorial the idea has prevailed that whales spout water through their blow-holes, and even recent text-books carry along the fiction. What has been taken for fountains of water by sailors and others is in reality the breath of the whale charged with moisture. It may be likened to the visible breath of a man on a frosty morning. The mouth has no real connection with the nasal passages, so that it is impossible for the water taken in at the mouth to be thrown out at the blow-holes.

The time of whales' remaining under the water between breathings was given as different in different species, from five to 20 minutes in the small species and as high as an hour and three quarters in the larger ones.

## SPRING SIGNS

The crocuses are nesting. And waking one by one. They're always earliest out of bed. Soon each will lift her pretty head To greet the morning sun.

They send a message back to those Who loiter by the way. If you will listen you may hear, "Come, hyacinth and daffy, dear, And make the garden gay."

"Tis time that you were dressed in green. The bluebird's on the wing. For when the hyacinth is up And daffy lifts her golden cup, The children know 'tis spring."

—Anna M. Pratt.

## SUMMED UP

School teachers declare that children have no intelligent comprehension of grammatical rules till they are at least 12 years old. The conversation of Hetty, who is eight, reported in the Lutheran, tends to confirm the statement.

Hetty's uncle, who is a school teacher, met her on the street one beautiful May day, and asked her if she was going out with the Maying party.

"No, I ain't going."

"O my dear," said her uncle, "you must not say 'I ain't going.' You must say, 'I am not going,' and he proceeded to give her a little lesson in grammar: "You are not going. He is not going. We are not going. They are not going. Now can you say all that, Hetty?"

"Of course I can," she replied, making a courtesy. "There ain't nobody going."

## FOUR IN ONE

There is a word in the English language, the first two letters of which signify a male, the first three a female, the first four a great man and the whole a great woman. He, her, hero, heroine.—Christian Advocate.

## CAMERA TAKES ALL

An extraordinary new photographic camera has been invented by a Japanese, S. Nakamura, of Tokio. Set up on a hill, or in a field, it photographs everything on all sides. It takes in the whole view—north, south, east and west—and produces a picture of everything on the horizon. The film is bent into a cylinder looking like a little barrel. A set of mirrors and lenses is so arranged as to reflect on this film the images of everything stretching all around the camera, and on the lid is placed a series of revolving lenses which combine to give an image of everything one could see by turning round.—Little Paper.

## WRITE IN SAND

Korean children in school use sand boxes instead of slates, says an exchange. They write the difficult Chinese characters and have to learn them early in life. The character is drawn in the sand with a stick, and then the box is shuffled to prepare for another.



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# Real Estate Market News T Wharf Activities Sailings

## REAL ESTATE NEWS

### BROOKLINE INVESTMENT

Henry W. Savage reports final papers have passed in the sale made of the investment property, 149 Winthrop road, Brookline. This consists of a three-story brick and stone building, containing three suites, together with 3821 square feet of land, assessed in all for \$16,000, of which amount \$2000 is on the land. Anne C. Fritzsche conveyed to Hannah J. Deal, who also owns two other similar buildings forming the block. The price paid was considerably in excess of the assessed valuation.

A lot of land on St. Paul street, next to St. Pauls church in Brookline, and having a frontage on St. Paul street of 150 feet and a depth of 100 feet, containing 15,000 square feet, has been sold by Charles W. Holtzer to Martin Flynn of Brookline. Mr. Flynn will commence at once the erection of a brick apartment house on the lot. In connection with this sale, Mr. Holtzer has sold to St. Pauls church a lot of 1000 square feet, adjoining the above parcel. The sales were negotiated through the office of William Lincoln & Son.

### NORTH END SALES

The frame and brick property, 6 Margaret street, corner of Sheafe street and Cleveland place, North End, has been sold by Fannie Yavner to Jacob Silverstein. The assessment is \$13,400, including \$7500 on the 1879 square feet of land.

Another transfer of real estate in the North End was from Peter Bernstein to Maria A. Cianci, who conveys to Vladimir Cianci premises 59 Charter street, corner of and 108 Snow Hill street, being a four-story brick building standing on 800 square feet of land, assessed for \$7400, and \$2400 of this is upon the land.

### SOUTH END SALES

A small improved property at 44 East Springfield street, near Harrison avenue, South End, has been purchased by Max Simons from the trustees of Boston College, the deed coming through Harris Wolfe. This is a three and one half story and basement brick house on 1420 square feet of land, assessed for \$4300, \$1800 being land value.

A four-story frame building and 1250 square feet of land on West Dedham street, near Newland street, South End, has been sold by Dudley J. C. Mulrenin and another to James Donahue. It is assessed for taxes at \$3800, which includes \$2200 on the land.

The deeds of St. John's Society of Madascus are the new owners of a frame house and 1298 square feet of land, purchased from Anton Dehan and William B. Nelson. The property is at 68 Hudson street, near Howard street, South End. The assessment is \$3000 and the land value \$2000.

### WEST ROXBURY SALE

Robert T. Fowler has sold another single house in the Lansdowne Uplands, West Roxbury. The estate is numbered 333 La Grange street, and consists of a new cement plaster house, on a corner lot. The purchaser, John E. Allen, will occupy the house upon completion, in about six weeks. Mr. Fowler has a number of applications for homes on Lansdowne Uplands.

Janus Le Maistre has bought from Abraham Altman 29-31 Homestead street near Harold street, Roxbury. It consists of a frame dwelling and lot containing 6248 square feet, assessed for \$19,100, of which the land carries \$2500.

### DORCHESTER SALES

Through the offices of Henderson & Ross an improved property has just been sold and deed recorded embracing a frame dwelling at 5 Barry park, Dorchester. Mark L. Grandberg is the buyer and Almo Kurkjian grantor. There is a ground area of 2850 square feet assessed at 20 cents a foot, included in the assessment of \$4900.

### WEST END SALE

James H. Brennan, 31 State street, has sold for the John P. Webster estate 65 Allen street, running through to Kennard avenue to Alex Shipira. The property is taxed for \$11,300 of which \$4300 is on 1435 square feet of land. The new owner will improve.

### SUBURBAN SALES

J. Edward Kiker, Village square, Brookline, has sold 56-58 Perry street, Brookline, consisting of a four-story frame dwelling house and 11,437 square feet of land. This property adjoins the rectory of Saint Pauls, Episcopal church and is one of the best apartment locations in Brookline, being valued by the assessors at \$11,000, of which \$6500 is on the land. Sarah M. Cantwell conveyed to Robert H. Merritt of Somerville who buys for investment.

Final papers have passed transferring 238 Cypress street, Brookline, from the heirs of James King to Katherine Hart. This parcel was a three-family apartment house and about 2541 square feet of land which is assessed in an individual lot at 50 cents a square foot, the property being appraised at \$5200, the terms of sale were private.

The estate 31 Kent square, Longwood, consisting of private frame dwelling and 4005 square feet of land, with an assessment of \$7000, of which \$2000 is on the lot, has been transferred to Mrs. Ella F. Bailey, who occupies, title coming from Nathaniel A. Francis, et al. trustees. John D. Hardy, trustee, has sold a lot of land on Clinton road near Cotswold road, Fisher Hill district, Brookline, containing 14,000 square feet. Title is taken by James C. Duane of Brookline, who

No. 107 Cambridge street, Winchester, has been sold this week. It comprises a nine-room house with all modern improvements, now in process of construction, and 11,000 square feet of land. The purchaser was Nathan H. Reed of Somerville, the grantor being George B. Whitehouse.

In Winchester also has been sold this week the corner of Bacon and Central streets, with something over 100 feet frontage on each street and containing 12,000 square feet. The grantor was John R. Newman, the purchaser being Dr. H. S. Parsons. The Edward T. Harrington Company was the broker in the last two sales.

### COUNTRY ESTATE SALES

Henry W. Savage reports that final papers have gone to record in the sale made by his office of the Harry Hunt estate on Thoreau street, Concord, Mass. This estate is considered one of the town's "show" places. It consists of about 20 acres, and that part of it which is not immediately surrounding the buildings is in a high state of cultivation. There is a pine grove and an orchard. The house sets back from the street, and contains 19 rooms, with all of the most modern conveniences and improvements, and is surrounded on all sides by lawns, hedges and shrubbery. The place also has on it a set of modern farm buildings and a well-appointed garage. The purchaser is Mrs. Harold S. Bradford of New York city and Glen Ridge, N. J.

The same broker has also sold an estate on Purchase street, North Milford, Mass., of one half acre of land, six-room house, barn and the usual outbuildings. Final papers have gone to record from Joseph Wardell to James Shay of Woonsocket, R. I.

Mr. Savage reports final papers have gone to record in the sale of a small poultry farm located in Bellingham, Mass., consisting of 10 acres of land, a house of six large rooms, barn and poultry houses. William A. Noble conveyed to Frederick Leek et al.

The same broker has sold a farm on Pine street, South Weymouth, Mass., consisting of 20 acres of land, a house of nine rooms with all modern improvements, large stable, carriage houses and 12 large poultry houses. It is understood the property sold for about \$8000. Lathrop Hedges conveyed to Joseph and Mary Basque.

Mr. Savage reports that papers have been executed in the sale of a farm on Silver Hill street, Milford, Mass., consisting of an eight room house, barn, poultry house and 37 acres of land. All personal property, such as cow, horse, pigs, poultry and all farming wagons, machinery and tools, was included. Frank Lucier conveyed to Simon and Barnett Gould.

Reported by the Edward T. Harrington Company. The William Banks farm on Cedar street, West Hanover, belonging to Elvina McWay, et al. has been sold to Annie M. Woods. The farm comprises 30 acres together with an old style farmhouse and several outbuildings, and is one of the best paying farms in this section. Included in the sale, was the stock and tools. The Edward T. Harrington Company was the broker in the above transaction.

The Feeley estate on Hudson street, Northboro, comprising an 8-room cottage and 30,000 square feet of land, recently purchased by Emil J. Johnson of Hartford, Conn., has this week been resold by him to Thomas J. Higgins of Boston, who has already taken possession. The sale is reported of the Willard O. Parker farm on East Main street, Westboro, comprising 30 acres, 20 of which is in mowing and tillage, a 7-room house, large barn and magnificent shade trees. The farm is near Lake Chauncy and commands an extensive view of the surrounding country. Lorenzo D. Hodge was the purchaser.

### MANUFACTURING PLANT SOLD

W. W. Stall, president and manager of the factory exchange, reports the sale through his office of the large area of land and buildings, West Everett depot, known as the Faxon iron foundry, owned by William R. Dewey and Isabelle H. Williams, the Hoffman Paint & Varnish Company of Boston, who are to rebuild and enlarge the structures and add other buildings and equipment for manufacturing purposes, which will represent an estimated investment of about \$100,000.

### ANNOUNCEMENTS

George Adams Woods, formerly at 15 State street, has removed his offices to rooms 72 and 73 at 16 State street, Boston.

### VACANT LAND AND LOT SALES

The Edward T. Harrington Company report one of the largest land sales recently made in Arlington at Squires Garden. Frank Moore has sold lot 38 on Harlow street, containing 4981 square feet. Catherine E. Clifford has sold lots 74, 75 and 76 on the north side of Everett street with a combined area of 16,500 square feet; the adjoining lot 76, containing 5500 square feet, has been sold by Joseph E. Kelly. The lots 42 and 43 on Everett street, containing 10,900 square feet, have been sold by John A. Lindsey. Lots 41, 45, 46, 47, 48, 49 and 50 on Everett street, with a

## DEDHAM READY FOR ITS ANNUAL TOWN ELECTION

DEDHAM, Mass. Dedham is to hold its election Monday and the ballot will contain the names of 49 candidates. The contents of the day will come over the choice of selectmen, assessors, overseers of the poor, sewer commissioners, tax collector and tree warden.

There will be a general contest for place upon the board of selectmen, and the old board, Lester A. Newcomb, Richard A. Mandeville and John E. Fisher find themselves opposed by Francis W. Lyons, Ralph P. Cheever and George Granville Darling.

There are three in the running for tax collector, all new men, John A. Channell, John P. Riley and Charles A. Turner. Frederick C. Cobb is the only candidate for town clerk, an office his grandfather, Jonathan Holmes Cobb, was elected to in 1846 and which he held for 30 years.

The retiring clerk is Don Gleason Hill, who was first elected to the office in 1880. Save for a period of six weeks he has held the office to date, his nearly 32 years of service being the longest of any town clerk of Dedham.

Miss Ellen Douglas Deland, author of several children's books, is a candidate for trustee of the public library and unopposed. There are three trustees to be elected and the other candidates are Chester A. Reed and Charles Stearns.

combined area of 36,500 square feet, have been sold by William J. Roche and John A. Roche. The combined area of the lots conveyed is nearly 75,000 square feet. The purchasers of the lots were Frank E. Viano of Somerville and Felix Viano of Lexington. The purchasers have plans drawn for the erection of 15 high-class dwelling houses and work will start at once.

William Allen Hayes et al., trustees, have sold a large parcel of land at Oakmont park, Lexington, near the Hayes mansion. The parcel faces Somerset road where it has a frontage of about 100 feet and a depth of 174 on a proposed street, and has an area of 31,000 square feet. John W. Trickey et al. were the purchasers.

Margaret V. Sullivan has purchased a three story saw front brick residence property at No. 560 Newbury street between Chatsworth West and Brookline avenue, Back Bay, from Alice H. Casneau, together with 1374 square feet of land. The entire assessed value is \$7300 of which the land carries \$2300.

An estate at 3 Alcott street near Mansfield street, Brighton, has been purchased by Mary A. Madison from Alexander W. Longfellow. It consists of a frame dwelling and 3676 square feet of land valued by the assessors at \$4500, with \$1000 upon the lot.

The Webb Associates have sold to William A. Rodley, who conveys to William Hutchinson, a two-story frame and a 2 1/2-story frame building on 3000 square feet of land situated at 1116 Tremont street, corner of 30 to 54 Weston street, South Boston. The assessed value is \$7200, of which the land carries \$5800.

### STONEHAM LAND SALES

Warren F. Freeman, Kimball building, reports the recording of deeds in the sale of the following lots at Roxbury Hill, Stoneham, for George L. Schirmer, trustee: Lot 7, corner Main street and Peabody road, containing 5014 square feet, to Emma E. Hennis of Somerville who will build for occupancy; lot 18, Peabody road, containing 4915 square feet, to Henry A. Williams of Chelsea who buys for investment; lot 19, Peabody road, containing 4925 square feet, to Linwood L. Cove of Stoneham, who has already started a nine-room frame dwelling; lot 20, corner Peabody road and Middlesex road, containing 4940 square feet, to Frank G. Elliott of Stoneham, who will build for occupancy.

### BUILDING SUMMARIES

It requires only a casual glance at these figures to get at the real facts, which show conclusively where our prosperity comes from, in real estate circles. The constant steady growth in building appropriations is a potent factor, and operations are widespread taking in all New England.

The following statistics were compiled by the F. W. Dodge Company: (Contracts awarded to date, Feb. 29, 1912, \$18,044,000; corresponding period 1911, \$16,769,000; 1910, \$17,844,000; 1909, \$17,010,000; 1908, \$17,009,000; 1907, \$16,692,000; 1906, \$18,383,000; 1905, \$10,495,000; 1904, \$8,542,000; 1903, \$10,689,000; 1902, \$12,084,000; 1901, \$10,839,000.)

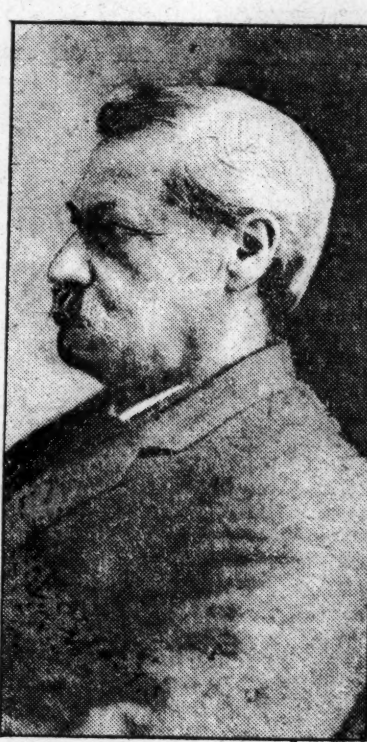
Contracts awarded for the month of February, 1912, \$9,004,000; for the corresponding period, 1911, \$9,292,000; 1910, \$8,432,000; 1909, \$5,667,000; 1908, \$3,511,000; 1907, \$3,318,000; 1906, \$7,368,000; 1905, \$4,877,000; 1904, \$3,598,000; 1903, \$4,430,000; 1902, \$5,995,000; 1901, \$5,232,000.

### SUFFOLK REGISTRY TRANSFERS

The following list of property comprises the latest recorded transfers taken from the official report of the real estate exchange:

BOSTON (City Proper). James G. Haynes est. to City of Boston. Tyler st. d. 1. \$2. Fannie Yavner to Jacob Silverstein, Margaret and Sheafe sts. and Cleveland pl. 9. \$1. Charles E. Deane, Jr. to George C. Deane, et al. Water st. rel. \$1. Mary H. Deane et al. to Henry T. Deane, et al. Water st. rel. \$1. Thomas R. Kelly to Charles E. Deane, et al. Water st. rel. \$1. Peter Bernstein to Maria A. Cianci, Snowhill and Charter sts. q. 1. Maria A. Cianci to Vladimir Cianci, Snowhill and Charter sts. q. 1. Nathaniel Hathaway et al. to William J.

## DEDHAM TOWN CLERK AND SUCCESSOR



DON GLEASON HILL



FREDERIC COPELAND COBB

## SHIPPING NEWS

Two steamships are now bound here from London. The Ninian left there Thursday night on her maiden voyage and the Lancastrian sailed at 10 p. m. on Friday. A large cargo is on board the Lancastrian, which will probably arrive here March 13, one day later than the Ninian.

Cable despatches received here this afternoon from Belfast, Ire., say that the White Star liner Olympic, which recently lost one of her propeller blades while bound to Southampton from New York, arrived at Belfast today and went into drydock for repairs, after disembarking her passengers at Southampton.

Two tugs combined efforts today to bring the four-masted schooner John Twoby to an anchorage on East Boston flats. Under command of Captain Arey she left Mobile on Jan. 30. On Feb. 25 her fore and spanker topmasts were lost and several sails torn badly.

Continued poor conditions at the fishing grounds have hampered the fishermen and for two weeks all kinds of fish have been scarce or less scarce. Today the supply fell short noticeably, however, and dealers' prices advanced once more, this time to a higher figure than has been reached for several months. Five vessels were discharging at the pier, one the Elsie having reached port late Friday. The other arrivals were: Elizabeth W. Numan 14,500 pounds, Yankee 4500, Annie & Jennie 5000 and Azorian 5800. The Elsie had 77,000 pounds, which she held over from Friday. Quotations per hundredweight were: Steak \$11.25, market cod \$6.75, haddock \$6.75, pollock \$6.50, large hake \$6.75, medium hake \$4.75 and cusk \$4.

### PORT OF BOSTON

#### Arrived

Str. San Mateo, Reed, Norfolk. Str. Camden, Clark, Portland, Me. Str. City of Gloucester, Godfrey, Gloucester, Mass. Tug Patience, Chandler, Philadelphia, towed by Lewis U. St. John. Tug Mary Arnold, Maier, Rockland, Me. Sch. John Twoby, Arey, Mobile. Sailed Battleship Utah, for Rockland; tug E. L. Pillsbury, towed by Suffolk, Lynn.

Str. Atlantic av. and Summer st. and Estes pl. 1. \$1. William J. Stober to Augustus Hemmaway, Atlantic av. and Summer st. and Estes pl. 1. \$1. Rose L. Dexter et al. to William J. Stober, Washington st. q. 1. William J. Stober to Max E. Wyzanski et al., Washington st. q. 1. John P. Webster et al. to Alexander Shapiro, Allen st. and Kennard et. d. 1. Bartolomea Spizzini to Giovanni B. Bergamare, Commercial st. and Luther pl. q. 1. Giovanni B. Bergamare to Isidor Sonnabend, Commercial st. and Luther pl. q. 1. Katie Finn to Fannie Goodman, Eaton st. q. 1. SOUTH BOSTON Bernard Rome to Golde Carpenter et al., Brooks st. q. 1. Marietta P. Daly to Robert C. McCue, Tudor st. w. 1. EAST BOSTON Katie Jacobson to Louis G. Smith, Burlington st. q. 1. Giuseppe D'Ambrasio to Carmine D'Ambrasio, Cottage st. w. 1. Mortgage & Equity Invest. Co. of Mass., trustee, to James K. Twiss, Weldon st. d. 1. Charles L. Stebbins to William E. Jones, Weldon st. q. 1. Roy L. Moniton to Irving W. Pollard, Crawford st. q. 1. Robert T. Paine to Lemuel L. Smith et al., Warwick st. q. 1. DORCHESTER John J. Mahoney to Frederick H. Wisch, Speedwell st. q. 1. Patrick O'Hearn to Charles T. Nolan, Dakota st. w. 1. Ellen E. Gorman to James S. Blake, Dorchester av. and Howell st. w. 1. Patrick O'Hearn to Annie Sullivan, Newport av. q. 1. Annie Sullivan to Patrick O'Hearn, Rowe st. w. 1. Philip McMorrow to Herbert L. Ray, 5 lots, Draper st. q. 1. William C. Clapp to Frank L. Clapp, W. Bolliwer st. w. 1. Susan A. Smith et al. to Alice G. McWeiner, Bernard st. q. 1. DORCHESTER Elizabeth A. Smithers, gdn., to Alice G. McWeiner, Bernard st. q. 1. Guisepina Potella to Raffaele Cataldo et al., Mt. Hope st. w. 1.

Str. Antigua, Nordenham via Bermuda; Sailed, str. Mae, New Orleans. GALVESTON, March 1—Arrd, str. Alamo, New York via New West; Juna, Hamburg via New West; Hornby Castle, Antwerp and Ghent; Sicania, Genoa and Naples via New West; Windsor Hall, Bremen via New West; Sailed, str. Santaren, Rotterdam via New West; Sailed, str. Rio, New York. Sailed, str. Mattewam, Havre; Altamaha, Porto Rico via Port Arthur. JACKSONVILLE, March 1—Arrived, str. Mohawk, New York; Suvane, Baltimore; Almerney, Charleston, S.C. Sailed, str. Comanche, New York. KEY WEST, March 1—Arrived, str. Halifax, Havana; Olivette, Port Tampa for Havana. Sailed, str. Governor Cobb, Havana; sch. Otis, Pascagoula, in tow. MOBILE, March 1—Sailed, str. Haakon VII, Cuba. NEW HAVEN, March 1—Sailed, sch. Sunlight, Norfolk. NEW LONDON, March 1—Arrived, sch. Benj A. Van Brunt, Norfolk. Sailed, sch. Genevieve, St. John, N.B.

BRIGHTON Annie M. Woods to Mary E. O'Reilly, Southampton rd. q. 1. Henry Marchingney to William J. Stober, Farrington ave. q. 1. CHALTESTOWN Roy H. Van Wert to Blanche S. Kimball, Cambridge and Linden sts. 2 lots, Main and Lyndebury sts. q. 1. CHELSEA Morris Baker to Max O. Carpan, Chester ave. and Shurtleff st. q. 1. REVERE James B. Gerrish to Adeline J. Felton, Vane and Oxford sts. 2 lots, q. 1. Elizabeth Lariviere to Max Jacobson et al., Highland st. q. 1. BUILDING NOTICES Permits to construct, alter or repair buildings were posted in the office of the building commissioner of the city of Boston today as printed below. Location, owner, architect and nature of work are named in the order here given: Bickelstaff st. 33, 37, ward 10; Maribough Trust, Arthur H. Vinal; brick, wood dwelling. Vale st. 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390, 1392, 1394, 1396, 1398, 1400, 1402, 1404, 1406, 1408, 1410, 1412, 1414, 1416, 1418, 1420, 1422, 1424, 1426, 1428, 1430, 1432, 1434, 1436, 1438, 1440,



# Stocks Close at Slight Changes for the Day

## SECURITIES SHOW UPWARD TENDENCY IN BOTH MARKETS

Advance in Face of Bearish Talk and Unfavorable Developments Is a Surprise to Traders

### LONDON IRREGULAR

In the face of labor difficulties, unfavorable railroad reports for January and political unrest the securities markets show good net gains for the week. True, the markets have not been broad and the volume of business is comparatively small but traders on the bull side are encouraged by the fact that prices have not receded in the circumstances. There has been a great deal of bearish talk and it is thought that pessimistic opinion has been backed up by considerable short selling. Covering of shorts from time to time is presumably largely responsible for the advance.

The New York market opened fairly steady this morning around last night's closing prices. St. Paul had an early gain which attracted some attention to it, as it was strong in yesterday's market. The tone was slightly easier at the end of the first half hour. Business was dull.

American Telephone made a new high record on the local exchange for the movement at the opening and then receded fractionally. The rest of the market showed an upward tendency.

Steel, Reading and Union Pacific moved within a narrow range during the short session. In fact there was little feature to the trading in New York. St. Paul opened up 1/2 at 107 and rose to 107 1/2, receding fractionally before the close. The Erie issues were in moderately good demand.

On the local exchange further good advances were made by some of the copper shares. Wolverine opened unchanged at 110 and moved up 2 points. Osceola was up 1 1/2 at the opening at 116 and improved further. Calumet & Hecla opened up 3 points at 455 and advanced 3 points further.

LONDON—Securities were irregular today, domestic issues falling flat on the coal harbor deadlock. Consols relapsed and home rails slumped on a reduction all around in transportation service.

Sentiment on Americans was cheerful and that group was brisk of movement at above New York prices. Profit taking was discernible in Mexican railway issues, but foreigners were neglected.

A display of strength was made in oil securities, West African issues and tin company shares.

It was noteworthy that the attendance on the stock exchange was larger than usual for a week-end day.

Continental bourses closed quiet.

## GRAND TRUNK EARNINGS GAIN

The Grand Trunk railway figures are not often quoted in business statistics to indicate the expansion of the country. This road, says the Financial Post of Canada, is one which does not profit largely by western business as do the other two chief roads. For example, Grand Trunk Pacific grain business is not included in the Grand Trunk figures. The latter goes through other sections of the country and through part of the United States where trade has been depressed recently. These figures might be expected to reflect the growth of business in general lines throughout the country, rather than any inflation due to an extra heavy western crop.

It is therefore particularly interesting to note from the Grand Trunk figures for the six months ended Dec. 31, 1911, that the gross earnings for that period showed the largest gain of any recent year. Gross was ahead over \$2,000,000, or about 11 per cent, over the corresponding period of 1910. The earnings for 1910 had been practically the same as those for 1909, and about \$1,000,000 in advance of those of 1908, as contrasted with the increase of over \$2,000,000 this year.

## INTEREST IN NEW ZINC PROCESS

REDDING, Cal.—Intense interest is being taken by metallurgists and base metal operators generally over the formation of the Reed Zinc Company, which is now erecting the first unit of a \$2,000,000 plant at Ravenswood, on the Humboldt cutoff, near San Francisco, and which process is authoritatively believed to spell the elimination of the fumes from smelters, whether they be zinc, lead or copper, or all combined.

The Reed plant is under construction and is being hurried as rapidly as possible in order that a beginning in the treatment of ores may be undertaken within 35 days. The great plant is being constructed in units. Each unit will represent an investment of \$350,000 for buildings and equipment, and the plans of the corporation call for 60 of these units.

**BANK OF GERMANY REPORT.** BERLIN—Weekly Bank of Germany statement shows a decrease of \$8,247,000 marks in cash in hand.

### NEW YORK STOCKS

NEW YORK—The following are the transactions on the New York Stock Exchange, giving the opening, high, low and last sales today:

	Open	High	Low	Last Sale
Amalgamated.....	68 1/2	68 3/4	68 1/2	68 3/4
Am Ag Chem.....	59 1/2	59 3/4	59 1/2	59 3/4
Am Beet Sugar.....	55 1/2	55 3/4	55 1/2	55 3/4
Am Can.....	11 1/2	11 3/4	11 1/2	11 3/4
Am Car Foundry.....	91 1/2	91 3/4	91 1/2	91 3/4
Am Car Foundry.....	52 1/2	52 3/4	52 1/2	52 3/4
Am Cotton Oil.....	50	50	50	50
Am H & L pf.....	20 1/2	20 3/4	20 1/2	20 3/4
Am Ice.....	20 1/2	20 3/4	20 1/2	20 3/4
Am Loco.....	33 1/2	33 3/4	33 1/2	33 3/4
Am Smelting.....	73 1/2	73 3/4	73 1/2	73 3/4
Am Smelting pf.....	103 1/2	103 3/4	103 1/2	103 3/4
Am Sugar.....	118 1/2	118 3/4	118 1/2	118 3/4
Am Sugar pf.....	117	117	117	117
Am T & T.....	145 1/2	145 3/4	145 1/2	145 3/4
Am Woolen pf.....	87	87	87	87
Anaconda.....	36 1/2	36 3/4	36 1/2	36 3/4
Atchafalaya.....	104 1/2	104 3/4	104 1/2	104 3/4
Atchafalaya pf.....	103 1/2	103 3/4	103 1/2	103 3/4
Balt & Ohio.....	102 1/2	102 3/4	102 1/2	102 3/4
Brooklyn R T.....	80 1/2	80 3/4	80 1/2	80 3/4
Canadian Pacific.....	228 1/2	228 3/4	228 1/2	228 3/4
Central Leather.....	18 1/2	18 3/4	18 1/2	18 3/4
Central Leather pf.....	82 1/2	82 3/4	82 1/2	82 3/4
Chl & Gl West.....	72 1/2	72 3/4	72 1/2	72 3/4
Chl & Gl West pf.....	18 1/2	18 3/4	18 1/2	18 3/4
Chl M & St Paul.....	107 1/2	107 3/4	106 3/4	107 1/4
Chl M & St Paul pf.....	145 1/2	145 3/4	145	145
Chl & N West.....	140 1/2	140 3/4	140 1/2	140 3/4
Chino.....	25 1/2	25 3/4	25 1/2	25 3/4
Col Fuel.....	26	26	26	26
Con Gas.....	140 1/2	140 3/4	140 1/2	140 3/4
Con Products.....	10 1/2	10 3/4	10 1/2	10 3/4
Corn Products pf.....	77 1/2	77 3/4	77 1/2	77 3/4
Del & Hudson.....	168 1/2	168 3/4	168	168
Denver.....	21 1/2	21 3/4	21 1/2	21 3/4
Erie.....	31 1/2	31 3/4	31 1/2	31 3/4
Erie 1st pf.....	51 1/2	51 3/4	51 1/2	51 3/4
Erie 2d pf.....	41 1/2	41 3/4	41 1/2	41 3/4
Goldfield.....	162 1/2	162 3/4	162	162 1/2
Goldfield pf.....	4 1/2	4 3/4	4 1/2	4 3/4
Grain Elevator.....	131 1/2	131 3/4	130 3/4	131 1/2
Grain Elevator pf.....	37 1/2	37 3/4	37 1/2	37 3/4
Harvester.....	107 1/2	107 3/4	107 1/2	107 3/4
Harvester pf.....	18 1/2	18 3/4	18 1/2	18 3/4
Inter-Met.....	58 1/2	58 3/4	57 3/4	58 1/2
Inter-Met pf.....	56 1/2	56 3/4	56 1/2	56 3/4
Int Paper.....	103 1/2	103 3/4	103 1/2	103 3/4
Int Paper pf.....	54 1/2	54 3/4	54 1/2	54 3/4
Kan City.....	25 1/2	26	25 1/2	26
Kan & Tex.....	27	27	27	27
Lake & West.....	155 1/2	155 3/4	155 1/2	155 3/4
Lake & West pf.....	70 1/2	70 3/4	70 1/2	70 3/4
Maytag.....	24 1/2	24 3/4	24 1/2	24 3/4
Maytag pf.....	134 1/2	134 3/4	134	134
Missouri Pacific.....	39 1/2	39 3/4	39 1/2	39 3/4
Nevada Cons.....	20 1/2	20 3/4	20 1/2	20 3/4
Nat Biscuit.....	147 1/2	147 3/4	147 1/2	147 3/4
Nat Biscuit pf.....	129 1/2	129 3/4	129 1/2	129 3/4
Nat Lead.....	55 1/2	55 3/4	54 1/2	54 3/4
N Y Cent.....	111 1/2	111 3/4	111 1/2	111 3/4
Norfolk.....	118 1/2	118 3/4	117 1/2	118 1/2
Norfolk pf.....	109 1/2	109 3/4	109 1/2	109 3/4
Northern Pacific.....	78 1/2	78 3/4	78 1/2	78 3/4
N Y N H & H.....	139 1/2	139 3/4	139 1/2	139 3/4
Ontario & Western.....	37 1/2	37 3/4	36 3/4	37 1/2
Pacific T & T.....	11 1/2	11 3/4	11 1/2	11 3/4
Pennsylvania.....	123 1/2	123 3/4	123	123 1/2
Peoples Gas.....	106 1/2	106 3/4	106 1/2	106 3/4
Pitts C & St L.....	107 1/2	107 3/4	106 3/4	107 1/2
Pittsburgh Coal.....	79 1/2	79 3/4	79 1/2	79 3/4
Pressed Steel.....	39	39	39	39
Pullman.....	159 1/2	159 3/4	159	159 1/2
Reading.....	155 1/2	155 3/4	154 3/4	154 3/4
Reading pf.....	19 1/2	19 3/4	18 3/4	19 1/2
Republic Steel.....	69 1/2	69 3/4	69 1/2	69 3/4
Republic Steel pf.....	69 1/2	69 3/4	69 1/2	69 3/4
Rock Island.....	23 1/2	23 3/4	23 1/2	23 3/4
Rock Island pf.....	49 1/2	49 3/4	49 1/2	49 3/4
Southern Railway.....	157 1/2	157 3/4	156 3/4	157 1/2
Southern Railway pf.....	159 1/2	159 3/4	159 1/2	159 3/4
Southern Ry.....	73 1/2	73 3/4	73 1/2	73 3/4
Standard Milling.....	56 1/2	56 3/4	56	56 1/2
St L & S F pf.....	39 1/2	39 3/4	39 1/2	39 3/4
Texas Company.....	93 1/2	93 3/4	93 1/2	93 3/4
Texas Pacific.....	22 1/2	22 3/4	22 1/2	22 3/4
Union Pacific.....	165 1/2	165 3/4	164 3/4	165 1/2
Union Pacific pf.....	25 1/2	25 3/4	25 1/2	25 3/4
Univ Inv Co.....	62 1/2	62 3/4	62 1/2	62 3/4
Univ Corp.....	58 1/2	58 3/4	57 3/4	58 1/2
U S Rubber.....	46 1/2	46 3/4	46 1/2	46 3/4
U S Rubber 1st pf.....	110 1/2	110 3/4	110	110 1/2
U S Steel.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel pf.....	109 1/2	109 3/4	108 3/4	109 1/2
U S Steel 2d pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 3d pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 4th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 5th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 6th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 7th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 8th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 9th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 10th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 11th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 12th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 13th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 14th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 15th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 16th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 17th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 18th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 19th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 20th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 21st pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 22nd pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 23rd pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 24th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 25th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 26th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 27th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 28th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 29th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 30th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 31st pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 32nd pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 33rd pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 34th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 35th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 36th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 37th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 38th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 39th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 40th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 41st pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 42nd pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 43rd pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 44th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 45th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 46th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 47th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 48th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 49th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 50th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 51st pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 52nd pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 53rd pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 54th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 55th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 56th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 57th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 58th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 59th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 60th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 61st pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 62nd pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 63rd pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 64th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 65th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 66th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 67th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 68th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 69th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 70th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 71st pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 72nd pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 73rd pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 74th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 75th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 76th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 77th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 78th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 79th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 80th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 81st pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 82nd pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 83rd pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 84th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 85th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 86th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 87th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 88th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 89th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 90th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 91st pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 92nd pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 93rd pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 94th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 95th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 96th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 97th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 98th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 99th pf.....	61 1/2	61 3/4	61 1/2	61 3/4
U S Steel 100th pf.....	61 1/2	61 3/4	61 1/2	61 3/4



# Latest Market Reports :- Events of Interest to Investors

## HEAVIER TRAFFIC IN THE WEST IS MOST ENCOURAGING

CHICAGO—February's storms were trifles to the railroads compared with January's prolonged zero weather. Therefore, February gross and net comparisons will be in striking contrast to January. Traffic is increasing because business has begun to respond to the splendid crop outlook. Business gains confidence gradually in spite of higher wage demands and political turmoil, but seems unable to shake off any of its extreme conservatism. Money is as cheap and capital is as dear as ever.

Farmers have been fortunate in disposing of the bulk of their products at good prices. March settlements will pinch few. The only agricultural drawback at the moment is the depletion of livestock.

February steel orders were slightly below January because there was a lull in railroad car orders. Rail departments have continued to lag behind all others, which operate at or close to capacity—a big increase over last year's output when one considers the plant expansion.

Improved coal trade has been due to rough weather and strike talk.

Some departments of merchandising have been quite active, while others have been dull. One encouragement to trade in general is a slight improvement in collections.

## OCEAN FREIGHTS ON COTTON LARGE

NEW YORK—Earnings of ocean shipping in the American cotton trade have thus far this season been twice as large as two years ago and nearly twice as great as at this date in 1911. In fact, considering increased volume of business included in the export movement of cotton to overseas destinations, the current year's freight income is thus far the best in many years. The Liverpool rate is now 40 cents a 100 pounds, compared with 18 cents a year ago and 20 cents two years ago. Bremen's rate is 40 for April against 25 for February last year, and 18 cents for March.

At an average of 40 cents a 100 pounds, or \$2 a bale, ocean freights for the 7,700,000 bales already exported have amounted to \$15,400,000. A year ago the rate was about 25 cents a 100, or \$1.25 a bale. At that rate the export of 6,200,000 bales yielded a gross income to shipping of \$7,750,000 or half the gross receipts for the current season to date. It is estimated in well-informed quarters that as much as 10,000,000 bales of cotton will go into export this season. At the rate of \$2 a bale the income to shipping will be \$20,000,000. Total exports of last year at the low rate of \$1.25 a bale for the 7,616,000 bales exported was \$9,520,000, or an increase of 110 per cent.

## GOOD MONTH FOR ELECTRIC COS.

Gross income of Massachusetts Electric Companies for February made the biggest gain of any month this fiscal year and the largest percentage of increase. The increase of \$51,600 or 10 per cent compares with \$17,000 or 3 per cent in January, \$41,700 or 6.8 per cent in December and average gains of \$25,000 monthly for the six months to December 31.

Of course it was the one day "bonus" of leap year that made this February record possible. Without the approximately \$20,000 income due to Feb. 29, the increase last month would have been 6 1/2 per cent, which is, however, a satisfactory record considering labor troubles in certain portions of the company's territory.

Massachusetts Electric has been very fortunate this winter in the matter of extra operating expense.

## BOSTON CURB

Stocks	High	Low	Last
Acme	10 1/2	10 1/4	10 1/4
Amal. Copper	9 1/2	9 1/4	9 1/4
Bay State Gas	22 1/2	22 1/4	22 1/4
Bowdoin	1 1/2	1 1/4	1 1/4
Boston Ely	1 1/2	1 1/4	1 1/4
Bolton	2 1/2	2 1/4	2 1/4
Butte	1 1/2	1 1/4	1 1/4
Cactus	1 1/2	1 1/4	1 1/4
Calaveras	1 1/2	1 1/4	1 1/4
Chile	1 1/2	1 1/4	1 1/4
Consol. Arizona	3 1/2	3 1/4	3 1/4
Consol. Copper	1 1/2	1 1/4	1 1/4
Cochise	1 1/2	1 1/4	1 1/4
Copper	1 1/2	1 1/4	1 1/4
Dave-Daly	1 1/2	1 1/4	1 1/4
Eagle & Bluebird	1 1/2	1 1/4	1 1/4
First Nat. Copper	2 1/2	2 1/4	2 1/4
German	1 1/2	1 1/4	1 1/4
Humboldt	1 1/2	1 1/4	1 1/4
Kruger	1 1/2	1 1/4	1 1/4
La. Copper	1 1/2	1 1/4	1 1/4
Laramie	1 1/2	1 1/4	1 1/4
Lion Hill	1 1/2	1 1/4	1 1/4
Maisie	1 1/2	1 1/4	1 1/4
McKinley	1 1/2	1 1/4	1 1/4
Nevada-Douglas	1 1/2	1 1/4	1 1/4
New Bldg.	1 1/2	1 1/4	1 1/4
Porcupine	1 1/2	1 1/4	1 1/4
Quincy	1 1/2	1 1/4	1 1/4
Ray Central	1 1/2	1 1/4	1 1/4
Rhode Island	1 1/2	1 1/4	1 1/4
South Lake	1 1/2	1 1/4	1 1/4
Southwest	1 1/2	1 1/4	1 1/4
Silver Leaf	1 1/2	1 1/4	1 1/4
Troop	1 1/2	1 1/4	1 1/4
United Verde	1 1/2	1 1/4	1 1/4
Yukon	1 1/2	1 1/4	1 1/4

**Harvey S. Chase & Co.**  
Certified Public Accountants  
Audits, Investigations, Construction Accounting  
84 STATE STREET, BOSTON.  
Telephone, Main 2660 and 2617

## RAILWAY EARNINGS CONDITIONS IN DRY GOODS ARE REPORTED GOOD

NEW YORK—The improved conditions noted last week have been fully sustained, says the Dry Goods Economist. This is true not only as regards New York, but also in connection with the other great distributing centers, east and west.

The improvement is particularly marked in dress fabrics, including silks, velvets and plushes, woolsens, worsteds and cottons. Buyers are showing a decidedly greater willingness to provide for their requirements and the only complaint among sellers is that they find difficulty in making deliveries as promptly as they are called for.

The strike among the silk mill operatives in Paterson, N. J., has so far had little effect in the market.

A heavy business for fall is being transacted on velvets and other pile fabrics.

All lines of cotton goods are very firm and prices now seem to hinge much more on the supply of goods than on the cost of the raw material.

Retailers are preparing for a large business on laces, and to this end have placed orders both more liberally and at an earlier date than usual.

In the women's garment field improvement is noticeable. Manufacturers find difficulty in making deliveries as promptly as is desired by the retailers. This is a natural sequence of the deferred purchasing that has been so noticeable. It especially affects the high-grade lines, owing to the scarcity of highly skilled operatives.

Manufacturers and wholesalers of fancy goods are finding conditions less active than hitherto, because retailers have not yet had an opportunity of testing the tastes and desires of the public on the lines which have been brought out for the new season.

Manufacturers of upholstery goods have had a good season. In this branch, again, retail trade for spring has not yet started up, but the general impression is that there will be at least a normal consumption of draperies and kindred fabrics.

Traveling representatives of carpet, rug and linoleum manufacturers are now about to go on the road to take filling-in orders. The movement of floor coverings at retail is fairly satisfactory, but as the wholesalers are awaiting reorders, activity with them is largely confined to the filling of orders received some time ago.

## EXPLORATION'S LARGER PROFITS

The report of the Guggenheim Exploration Company for the fiscal year ended Dec. 31 last, has been issued. It compares with the two previous years as follows:

	1911	1910	1909
Net profits	\$3,681,770	\$3,340,834	\$2,288,215
Divs. paid	2,079,590	2,079,590	2,079,590
Surplus	\$1,602,440	\$1,261,244	\$1,208,625
Prefer. stock	21,871,738	13,857,035	13,643,690

P. & L. surplus, \$23,474,178; \$15,124,589; \$13,857,065. The report states that the company's earnings for the 12 months, exclusive of the proceeds from the sale of American Smelters Securities common stock, were equal to 17.7 per cent on the outstanding stock of the company, as compared with 16.1 per cent in the previous year and 11 per cent in 1909.

**NEW YORK BANK STATEMENT**  
NEW YORK—The weekly bank statement shows the following changes:

Excess cash reserve, decrease	\$4,227,150
Loans, decrease	5,550,000
Legal tenders, increase	221,000
Deposits, decrease	5,833,000
Circulation, increase	44,000

Total loans, \$22,045,225,000. Surplus is \$25,146,200 as compared with \$38,872,800 a year ago and \$15,235,925 two years ago.

**ACTUAL CLEARING HOUSE STATEMENT**  
Loans, \$2,631,740,000; Deposits, \$1,899,620,000; Circulation, \$1,511,000; Specie, \$1,207,000; Legal tender, \$1,770,000; Cash reserve, \$45,983,000; Cash reserve, \$43,172,000; Cash reserve, \$28,889,000; R.R. cash in vts, \$292,942,000; Tr. co. cash in vts, \$2,041,000; Tr. co. cash in vts, \$1,143,000.

Surplus last year of banks alone was \$37,254,300 and two years ago \$11,863,375.

## THE WEATHER

**UNITED STATES WEATHER BUREAU PREDICTIONS FOR BOSTON AND VICINITY:** Fair and continued cold tonight and Sunday; moderate northwest winds.

**WASHINGTON—The U. S. weather bureau predicts as weather today as follows:** New England: Fair, continued cold tonight and Sunday.

An area of high pressure central over the lake region is producing pleasant weather with low temperatures in all the northern and eastern states. A disturbance central over the Southwest is producing cloudy weather with snow behind the Rocky mountains and the Mississippi river.

**TEMPERATURE TODAY**  
2 p. m. (est.)—20  
Average temperature yesterday, 24.5-24.

**IN OTHER CITIES**  
Buffalo, 30; Albany, 20; Nantucket, 30; Pittsburgh, 20; Washington, 30; Des Moines, 20; Philadelphia, 34; Denver, 14; Jacksonville, 62; St. Louis, 28; San Francisco, 54; Portland, Me., 20.

**ALMANAC FOR TODAY**  
Sun rises, 6:18; High water, 8:55; Sets, 5:53; 10:17 a. m., 10:48 p. m. Length of day, 11:17.

## PRODUCE

**Arrivals**  
Str H Winter, New York, brought 25 bgs beans, 33 bxs grapefruit, 304 bxs oranges, 177 bxs lemons, 30 bxs coconuts, 10 bgs peanuts, 45 bxs dates, 949 bbls macaroni.

Str Ontario tomorrow from Norfolk has 483 bxs oranges, 9 crts parsley, 310 bgs peanuts.

## PROVISIONS

**Boston Receipts**  
For the day—Apples 717 bbls, cranberries 23 bbls, strawberries 18 refs, Florida oranges 2826 bxs, California oranges 11,190 bxs, lemons 1052 bxs, coconuts 30 bgs, dates 50 bxs, peanuts 10 bgs, potatoes 12,617 bushels, sweet potatoes 182 bbls, onions 1600 bushels.

**Boston Poultry Receipts**  
Today 1233 pkgs; last year 351 pkgs.

**Boston Prices**  
Flour—To ship from the mills, standard spring wheat patents \$5.40@6 in wood, clears \$4.10@4.20, winter wheat patents \$4.70@4.90, straight \$4.40@4.75, clears \$4.30@4.50, Kansas hard winter patents, in jute \$4.90@5.40, in jobbing lots 25@30c higher; rye flour \$5.10@5.80, Graham flour \$4.05@4.80.

Corn—Carlots, on spot, No. 2 yellow 70c, steam yellow 78c, No. 3 yellow, 77c, yellow 74c; to ship from the West, all rail, No. 2 yellow 78@79c; No. 3 yellow 76c@77c, yellow 76c@77c.

Oats—Carlots on spot, No. 1 clipped white 65c, No. 2 64c, No. 3 63c; to ship from the West, 38 to 38 lbs 61@61 1/2c, 34 to 36 lbs 60 1/2@61c.

Cornmeal and Oatmeal—Feeding cornmeal \$1.46@1.48 (100-lb bag), granulated \$4.05@4.20, bolted \$3.95@4.10; oatmeal (rolled) \$5.80@6.05 bbl, cut and ground \$4.40@6.65.

Milled—To ship from the mills (all rail) bran: Spring \$29.75@30.25, winter \$30@30.50, middling \$29.75@32, mixed feed \$30.50@32, red dog \$32.75, cotton seed meal \$29.75@31, hominy feed \$31.65, linseed meal \$39.50, stock feed \$31.75, gluten feed \$32.40.

Hay and Straw—Western No. 1 \$26.50@27.50, No. 2 \$25.50@26.50, No. 3 \$18@19.50, No. 1 Canadian \$25.50@26.50, straw (rye) \$19.50@20, oat \$10@11.

Butter—Creamery, 32c; Western-Creamery, 31c; Eggs—Fancy nearly henner 30c, eastern best 28c, western best 29c.

Beans—Pea, choice, per bu, \$2.65@2.70; medium choice, hand picked, \$2.50@2.60; California small white, \$2.85@2.95; yellow eyes, best, \$2.50@2.60; red kidneys, choice, \$3.10@3.25.

Potatoes—Maine, per 2-bu bag, \$2.40@2.50; sweet potatoes, Jersey, per basket, \$1.50@1.75.

Onions—Conn river, 100-lb bag, \$4@4.50; York state, per 100-lb bag, \$4@4.50; western, per 100-lb bag, \$4@4.50; Cuban, per crate, \$3.10@3.25.

Apples—Per bbl, \$1.50@4.50; Fruit—Pineapples, per crate, \$2@2.50; cranberries, Cape Cod, per bbl, \$6.50@7.50; strawberries, Florida, per qt., 35@45c.

## DAIRY PRODUCTS

**Boston Receipts**  
Today 1084 lbs, 1310 lbs, 62,505 lbs butter, 519 bxs cheese, 6028 lbs eggs; 1911, 1454 lbs, 460 bxs, 80,636 lbs butter, 57 bxs cheese, 2328 cs eggs.

**New York Receipts**  
Today, 5924 pkgs butter, 1068 bxs cheese, 13,920 cs eggs.

1911—3596 pkgs butter, 568 bxs cheese, 10,289 cs eggs.

**New York Market by Telegram**  
Butter market steady, spec 31, ex 30 1/2. Cheese market firm, white 18, colored spec 17 1/2 to 18.

Egg market unsettled, 1sts 24.

**Foreign Market News**  
Latest cable advices from the principal markets of Great Britain give buttermarks as easier and the slight advance of last week has been lost.

Stocks moderate. Finest grades, Danish 28 1/2@29 1/2; New Zealand, 27 1/2@28 1/2; Australian, 27@28; Argentine and Siberian, 26 1/2@27 1/2.

Cheese—Markets continue firm but trading is light with prices a shade lower. Finest grades of Canadian, 15 1/2@16 1/2.

**Other Markets**  
ST. LOUIS—Egg market lower March 1, at 28 1/2c.

CHICAGO—Butter market firm March 1; Extra 28c, No. 1 package stock 22c, receipts 4553.

Egg market steady; 1sts 28c, ordinary 1sts 21c, receipts 5393.

**Liverpool Cheese**  
Canadian colored 74.6, white 74.4.

## MARKET VALUE STANDARD OIL SUBSIDIARIES

NEW YORK—Following table gives the latest quotations of the Standard Oil subsidiary companies:

	Bid	Asked
Atlantic Refining Co.	385	395
Borneo-Sumatra Co.	125	130
Buckeye Pipe Line Co.	125	130
Chesapeake Mfg. Co. Consol.	150	155
Colonial Oil Co.	100	105
Continental Oil Co.	700	800
Crescent Pipe Line Co.	10	15
Cumberland Pipe Line Co. Inc.	80	85
Eureka Pipe Line Co.	230	240
Galena-Signal Oil Co. Inc.	130	135
Galena-Signal Oil Co. Consol.	215	225
Indiana Pipe Line Co.	105	110
National Transit Co.	57	58
New York Transit Co.	230	235
Northern Pipe Line Co.	80	85
Ohio Oil Co.	84	87
Pacific Oil & Gas Co.	235	240
Solar Refining Co.	450	455
Southern Pipe Line Co.	200	210
South Penn Oil Co.	500	510
S. W. Pennsylvania Pipe Lines	145	150
Standard Oil Co. (California)	150	155
Standard Oil Co. (Indiana)	3500	3600
Standard Oil Co. (Kansas)	180	185
Standard Oil Co. (Kentucky)	180	185
Standard Oil Co. (Nebraska)	250	255
Standard Oil Co. (New York)	335	340
Standard Oil Co. (Ohio)	155	160
Swan & Elch Co.	750	750
Texas Pipe Line Co.	40	45
Vacuum Oil Co. with rights	500	510
Washington Oil Co.	55	55
Zaretsky Oil Co.	900	1200
Anglo-American Oil Co. Ltd.	11	12
Standard Oil Co. of N.J., ex-sub	335	360

## DIVIDENDS

Prairie Oil & Gas Company declared a dividend of \$7 per share, payable March 30 to stock record Feb. 29.

The United Verde Copper Company is paying a dividend of 75 cents a share. The previous dividend was paid Jan. 1 last.

E. & T. Fairbanks & Co. have declared a dividend of \$5, payable March 15. Transfer books close March 1 to 15 inclusive.

The Cambria Iron Company declared the regular semi-annual dividend of 2 per cent payable April 1 to stock of record March 15.

The New England Telephone & Telegraph Company declared regular quarterly dividend of 1 1/2 per cent, payable March 30 to stock of record March 15.

Louisville Traction Company declared a regular quarterly dividend of 1 per cent on common and a regular semi-annual dividend of 2 1/2 per cent on its preferred, both payable April 1.

The American Gas & Electric of Philadelphia has declared a 20 per cent stock dividend to be allotted to present holders at par to the extent of 20 per cent of holdings as of March 15.

American Car & Foundry Company declared a regular quarterly dividend of 1/2 per cent on common and 1 1/2 per cent on preferred stock, both payable April 1 to stock of record March 11.

The Lanyon-Starr Smelting Company is paying a 6 per cent dividend on the preferred stock. The previous dividend was paid in 1907. The works of the company are at Bartlesville, Oklahoma.

## SHOE BUYERS

(Compiled for The Christian Science Monitor, March 2)  
Among the boot and shoe dealers and leather buyers in Boston today are the following:

Albany, N. Y.—Charles Snow of Smith & Herrick, Boston.  
Cincinnati, O.—Joseph Ginsburg of Marx Shoe Co., Essex.  
Philadelphia, Pa.—A. Meltzer of Barnett Shoe Co., U. S.  
San Francisco, Cal.—A. R. Campion, Essex.  
San Francisco, Cal.—E. E. George, U. S.

**LEATHER BUYERS**  
Columbus, O.—E. S. Pettigrew of H. C. Goodman & Co., Tour.  
Montreal, Can.—J. J. Jordan of Holden, McLeary Shoe Co., U. S.  
St. Louis, Mo.—D. P. Hamilton of the International Shoe Co., Tour.  
St. Louis, Mo.—Louis Wertheimer of Wertheimer & Swartz Shoe Co., Essex.

## MASSACHUSETTS INCORPORATIONS

There were 119 companies incorporated under the laws of Massachusetts during the month of February, which compares with 120 in January, 123 in December and 107 in February of last year. This is the largest number of charters to be granted during February for four years.

The authorized capital was \$8,372,600, which compares with \$9,604,000 in January, \$10,087,000 in December and \$11,735,000 in February, 1911.

The only company that had a capitalization of \$1,000,000 or more was the William Carter Company of Needham with a capitalization of \$2,500,000.

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**The Christian Science Monitor**

**A Clean Daily Newspaper For All Who Read**

## MISSOURI, KANSAS & TEXAS BOND PRICES LITTLE CHANGED

Not Yet Affected by Income Statements Recently Issued—Disparity Between Figures of Company and Commerce Commission

NEW YORK—Missouri, Kansas & Texas bonds have not reflected, except in an insignificant way, the recent income statements of the road. These statements have been analyzed in such a way as to indicate for the current fiscal year a possible deficit after paying fixed charges; the conclusion being reached that as the half-year between January and June is never a season of active operations on the Kansas & Texas lines, the losses which have been suffered in the completed period of the 1912 fiscal year cannot be counterbalanced and will have to be carried forward into the annual report, when that is published.

Usually, when it is shown that a railroad is not meeting fixed charges, quotations for its bonds, as well as shares, suffer a decline. But in this case, not only have the first and second 4s moved within an extremely narrow range, but the general 4 1/2s have changed hardly at all, the current quotation of 88 1/2, which is the low record of the year, being only half a point below the year's high record.

The general lien bonds of the company represent a mortgage on 1046 miles of road, subject to prior issues, and have been classified among those securities which depend for their permanent safety on good management, and prosperous business conditions. Nevertheless, they have not been sold freely on the stock exchange, and trading in all the Kansas & Texas bonds has continued to be of an investment nature.

It is difficult to learn from the figures which have been published, just where the Kansas & Texas system stands with respect to its margin between current earnings and expenses. The statements for the six months ended Dec. 31, issued from the company's offices, show a decline in net earnings of very nearly \$1,000,000, but the statement for the same period issued by the interstate commerce commission, shows a loss of only \$92,000. The company's own statement is given as follows:

	1911	1910	Decrease
Gr. earnings	\$13,554,571	\$15,224,071	\$1,669,500
Exp.	11,801,764	11,286,231	\$515,533
Net earn.	\$1,752,807	\$2,937,840	\$1,185,033



## NEWS BY CABLE AND CORRESPONDENCE

HERR KAEMPF CHOSEN  
AS REICHSTAG'S HEAD

Entire Presidency of the German Chamber Is Now in Hands of Left Which Has an Absolute Majority

## BERLIN INTERESTED

(Special to the Monitor)

BERLIN—The unprecedented confusion in the Reichstag was ended by the election of Herr Kaempf for the president's chair. The national Liberals withdrew their member, Dr. Paasche, from the post of second vice-president, which has been filled by Herr Dove, who like the new president belongs to the People's party. Thus the entire presidency of the Reichstag is in the hands of the Left, a course of procedure that has never yet occurred. The House is crowded every day with an interested throng, plainly showing that the Berliners are not so indifferent to home politics as they once were, while outside the Reichstag large crowds wait to see the members arrive. Not a little curiosity was felt to see how the new Social Democrats' first vice-president, Herr Scheidemann, would conduct business on the opening day. There was a marked tendency to treat his every word and action with ridicule on the part of the Conservatives, but his perfectly self-possessed manner and clear distinct utterance soon obtained the respectful attention of the House.

Herr Kaempf was obviously not enthusiastic about his election, but he accepted office with the words: "I feel it to be my duty to accept." The new president is chairman of the Berlin Chamber of Commerce and has been actively employed on the city council for many years. It would be difficult to find any one more suitable for the position. The antipathy of the Right was very distinctly shown in the number of blank votes that were handed in—171 altogether. Herr Kaempf was elected by 193 and Herr Dove by 194 votes, whilst the number of Conservative Center votes for the clerical member, Dr. Spahn, amounted to 196. It can thus be easily seen that the Left parties form an absolute majority—an unprecedented state of things that will certainly have very momentous results in the future. One of the first things demanded was the abolition of the duty on maize and other fodder stuffs and the suspension of the tax on potatoes, which was the interpolation of two members of the



(Copyright by Bieber, Berlin.)  
HERR KAEMPF  
President of the Reichstag

Radical or People's party. Then followed a long speech on the budget by the chancellor of the exchequer, in which he compared the expenses of the year 1872 and those of the present time. No doubt prevails anywhere that in addition to the great sums that will be demanded by the military and navy bills, a by no means small sum will be required for the newly-acquired colonies.

According to statistics that have recently appeared the trade returns of Kamerun are exceedingly satisfactory, and there is a great upward tendency. In 1902 the imports amounted to 13,392,000 marks, the exports to 6,652,000; in 1909, the former were 17,728,000 and the latter 15,701,000 marks, and in 1910—the last figures that have been published—the imports are computed at 25,400,000 and the exports at 20,000,000. The chief exports of Kamerun are rubber, palm oil and cocoa, and the rubber exports amounted in 1909 to 7,000,000 marks and the following year to over 11,000,000. As all other articles are in this gratifying proportion one colony at least hardly justifies the pessimistic judgment of the anti-colonialists.

TENDENCY OF SCOT TO SEEK  
NEW HOMETOWN IS ANALYZED

Ven. Archdeacon W. Cunningham Tells Royal Historical Society That in Early Days Scottish Families Were Prone to Change Their Habitations

(Special to the Monitor)

LONDON—The Ven. Archdeacon W. Cunningham delivered the presidential address to the Royal Historical Society, on the subject of the tendency of Scottish people to emigrate, and the part they have played in the building up of the British empire.

The archdeacon explained the proneness of the northern man to live in exile. Owners of land in England have always derived their rights and authorities from the crown, but beyond the border, as late as the sixteenth century, the Lord of Etrick maintained that he needed no such license. It was the same in the Highlands. Territories were gained or lost by the ordeal of battle, and the law of the Marches of 1249 retained a tradition of single combat as a legitimate method of settling certain disputes. In fact the Scot was not, like the Englishman, rooted in the soil.

Scotland's whole history was one of effort to resist a central authority endeavoring to impose itself on the flexible family system. Many Highland

chiefs favored Edward I., and opposed the Bruce, because they preferred a mere liege lord to one whose interference might be more frequent and more inconvenient. The clergy, indeed, were the very backbone of the cause in which Wallace and Bruce were leaders, but that was because they were for the most part concerned in repelling any supervision from the archbishop of York. It was very hard to detect any principles or any parties founded on principles until the era of the reformation.

It was not until James VI. that a veneer of civilization was spread over Scotland. In the reign of William the Conqueror the Scots migrated to the north of England, and 500 or 600 years later there was a no-less remarkable influx of Scots into Scandinavia. So frequent were these changes of habitation among the people, that the Scot proved himself to be peculiarly fitted to emigrate to the new world. Organized emigration was rendered possible by the fact that the family or clan was the only political unit known.

FRANCE EXPECTS  
NEW ELECTORAL  
REFORM PLANS

(Special to the Monitor)

PARIS—Perhaps the most important question which will engage the attention of Parliament this session is the electoral reform. That this reform is an expression of the will of the people was abundantly proved at the last parliamentary elections when the majority of the deputies were elected because they pledged themselves as its champions.

Since then proportional representation has been adopted by the Chamber of Deputies in its main features; since, however, M. Poincaré promised when he became prime minister that the cabinet would devote its energies to the accomplishment of electoral reform the public is looking forward to an early settlement of the question.

## Y. M. C. A. BUILDING AIDED

(Special to the Monitor)

LONDON—A sum of £4250 has been contributed anonymously to the fund for the Young Men's Christian Association building. The sum required is £100,000 and this gift brings the total now collected up to £28,273.

DALAI LAMA COMES  
BACK TO TIBET AS  
MANCHU RULE ENDS

(Special to the Monitor)

CALCUTTA, India—The mission which recently traveled from Tibet to urge the Dalai Lama to return would appear to have been successful in its object, for the spiritual head of the Buddhist religion is reported to have reached Kalimpong on his way back to the land of the Lamas. A state sedan chair and attendants are said to have arrived from Lhasa to conduct him to the capital, and the whole country is evidently considerably excited at the prospect of the return of the Dalai Lama.

There is reason to believe that recent events in China may not have been without their influence on the decision of the Dalai Lama to return to his country. As long as the Manchu dynasty was in power it was evident to all that the spiritual head of the Tibetans had a rooted objection to trust himself to the tender mercies of the Peking government. Now, however, that the Manchu dynasty has gone, it is possible that he has overcome these former misgivings and has thus determined to seek the land whither during all his exile his thoughts must have been constantly directed.

One cannot help thinking that he must have received very definite assurances before venturing again into the land from which he was so unceremoniously driven before he sought asylum across the borders of British India.

COMPULSORY DAY CLASSES  
ARE ADVOCATED IN BRITAIN

Trade Union Deputation in Regard to Continuation Schools Receives Sympathetic Hearing, but No Promise From President of the Board of Education

(Special to the Monitor)

LONDON—Three deputations from the trade union congress, each introduced by Will Thorne, M. P., waited recently on Mr. Asquith, Mr. Pease, president of the board of education, and Mr. McKenna, the home secretary, respectively. In reply to the deputation which waited on him, Mr. Asquith said that the topics raised were for the most part familiar ones. The subject of the payment of all workers for statute holidays was, however, new to him, and it was one upon which he would like to consult his colleagues.

In reply to the second deputation Mr. Pease said the government could not go forward in the matter of compulsory day continuation classes in advance of public opinion. He felt, however, and he believed the Board of Trade also felt, that the daytime and not the evening was the time for children to study. He was glad that such day continuation

TRADE EXPANSION  
OF UNITED KINGDOM  
CONTINUES IN MONTH

(Special to the Monitor)

LONDON—The trade and navigation returns of the United Kingdom for January which have just been issued by the Board of Trade show that the expansion of British trade continues.

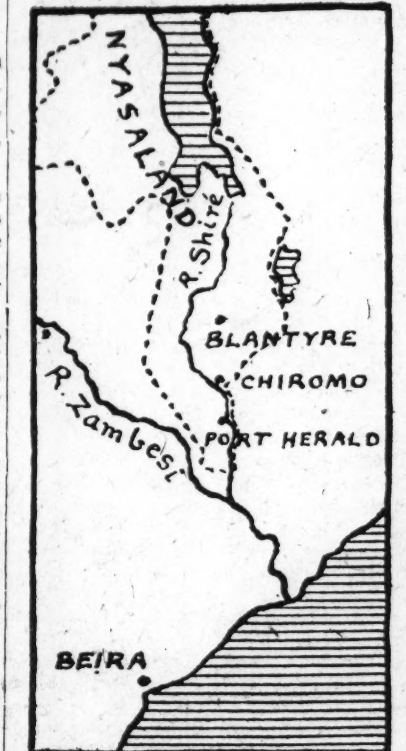
Imports amounted to £67,002,582, an increase of £4,309,161, or 6.8 per cent as compared with January, 1911. Of the above increase, articles wholly or mainly manufactured were responsible for £1,742,137.

The value of exports was £40,416,812, an increase of £2,085,981, or 7.1 per cent as compared with the previous year. Of this increase articles wholly or mainly manufactured accounted for £2,042,342.

Re-exports of foreign and colonial produce amounted to £9,304,626, an advance of £953,154 or 11 per cent on the figures for the previous year.

Imports of gold and silver amounted to £6,688,060, as against £4,461,253 in January, 1911; whilst the exports amounted to £6,829,308, as against £6,315,751.

The total amount of British and foreign shipping engaged in the foreign trade during the month of January, 1912, was 3,727,657 tons entered with cargoes as compared with 3,209,619 tons in January, 1911; and 5,038,976 tons cleared with cargoes, as compared with 4,518,272 tons.

NYASSALAND OUTLET  
TO SEA WILL BE AIM  
OF LINE EXTENSION

POINTS IN RAILWAY PROJECT

(Special to the Monitor)  
LONDON—An official statement just issued from the colonial office states that his majesty's government have for some time past had under consideration proposals for the extension of the Shire Highlands railway, with the object of securing an outlet to the sea for the Nyassaland protectorate.

In view of the great advantage which such a project would confer on the trade and development of Nyassaland, his majesty's government have approved of the protectorate government assisting the undertaking, in the event of certain arrangements being completed, by entering into an agreement with the British Central Africa Company whereby the latter government will purchase the public lands to which the Shire Highlands Railway Company is entitled under the terms of its agreement with the government, and will guarantee interest for a term of years on the capital required for the extension of the Shire Highlands railway from Port Herald to the northern bank of the Zambesi. Application, continues the statement, has been made to the Portuguese government for their consent to the passage of the railway through Portuguese territory.

Simultaneously arrangements are being made for the construction of a line of railway through the Mozambique Company's territory from Beira to a point on the southern bank of the Zambesi, opposite the river terminus of the Shire Highlands extension and the agreement as to the northern section is made dependent on the construction of the Beira-Zambesi section.

It may be mentioned here that the Shire Highlands railway, which is 113 miles in length, at present connects Port Herald and Chiromo on the Shire river with Blantyre.

COOPERATIVE CREDIT  
MOVEMENT GAINING  
YEARLY IN BOMBAY

(Special to the Monitor)

BOMBAY, India—Good progress was made by the cooperative credit movement in the Bombay presidency during the year 1910-11. The number of societies rose from 208 to 252, of which 183 were rural and 69 urban, and the aggregate working capital from Rs. 829,000 to Rs. 1,347,000. At the same time the proportion of the total capital which consisted of loans from government fell from 20 per cent to 17 per cent, evidencing the greater reliance placed by the societies on their own resources.

The development of the societies individually is shown by the fact that the average working capital of the urban societies increased from Rs. 7,412 to Rs. 11,650 and that of the rural societies from Rs. 2,722 to Rs. 2,970. The average membership of urban societies remained stationary at 101, while that of rural societies rose from 65 to 70.

The largest cooperative credit society was the Southern Maratha Society with close on 1500 members and a working capital of Rs. 283,000.

NEW ALLAN LINE  
SERVICE TO BEGIN

(Special to the Monitor)

LONDON—The first steamer to leave Plymouth in connection with the new service which the Allan line have decided to inaugurate between Plymouth and Canada will be the Sicilian on April 19, after which boats will leave Plymouth at intervals of a fortnight. The arrangement by which cargo is loaded at London will be continued, Plymouth being used as a port of embarkation for passengers.

CAIRO WILL SEE VALUE  
OF OIL-USING ENGINES

An Object Lesson in Motive Power Development Will Be Given at Exhibition of the Khedivial Society

## DEMAND EXPECTED

(Special to the Monitor)

CAIRO, Egypt—The most interesting development of motive power at the present time is the increasing use of petroleum. Locomotives use it in Russia and in the United States. Many ships use it instead of coal for their boilers and some, even of considerable size, have engines which consume it directly, internal combustion engines as they are called.

On land the oil engine is having a great vogue, and as the difficulties attending the use of crude or unrefined petroleum have now largely been overcome it is likely to supersede both steam and gas for many purposes.

Its advantages are obvious for the fuel is delivered direct to the engine without the intervention either of a boiler or of a gas producer. Less space is occupied by the power plant and the engine can be started at a few minutes notice. There are, of course, certain drawbacks which it is unnecessary to specify here, but they are a diminishing quantity.

## Egypt Has Gas Engines

In Egypt the steam engine is still first in favor but very many gas engines have been installed in recent years. These, combined with suction producers, are very economical in fuel but are not quite so dependable in the hands of native drivers as the steam engine. Also anthracite coal of good quality must be used and that fuel is increasing in price. At the present time, the average steam engine and boiler, using coal at \$7.50 per "long" ton and the ordinary oil engine, using refined petroleum at 5½ cents per gallon, are about on a par, a

PLAN FOR ENRICHING  
NILE WEED FUEL IS  
UNDER EXPERIMENT

(Special to the Monitor)

KHARTUM, Sudan—Experiments are at present in progress, which aim at the enrichment of sedge, as the fuel is designated that has been constructed from sedge, the weedy growth which obstructs certain reaches of the Upper Nile.

If these experiments should, as seems probable, prove successful, it is said that one ton of enriched sedge will do the work of three tons of coal, though the extra cost is only a few shillings per ton. If this should prove to be the case there is reason to look forward to a considerable export of the fuel to Port Sudan for use by steamers in the Red sea.

The existing factory at Khartum is, unfortunately, only a small one and incapable of any considerable output. It is, therefore, satisfactory to learn that there is a prospect of large sedge works being constructed down the river at Tewfikieh.

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horsepower costing about 1 cent per hour for fuel under favorable conditions.

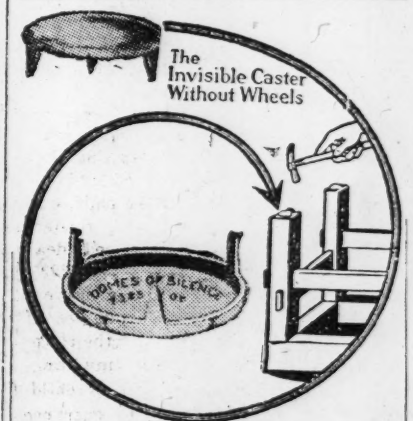
Next comes the suction gas engine, using anthracite coal at \$13 per ton, the horsepower costing say ¼ cent per hour. Then follows the crude oil engine, using petroleum, unrefined, at \$14 per ton. These engines may be divided into two classes—those developed from the ordinary oil engine, costing not very much more than their progenitors and using about ½ cent worth of fuel per hour for one horsepower, and lastly, those of the Diesel type, more elaborate in design and costly in make, which will give a horsepower for about ¼ cent per hour in skilled hands.

## Diesel Type Widespread

The Diesel engine has an interesting history. Designed to use powdered coal as fuel it did not succeed in that object, but proved itself highly efficient as an oil-burning motor. During the existence of the patent comparatively few were made, but when the patent expired the manufacture of this type of engine was taken up all over Europe and there must be literally scores of works now making them.

In the biennial exhibition of the Khedivial Agricultural Society to be held in Cairo the most striking feature will undoubtedly be the number of engines using crude oil as their fuel and rapid extension of their use in Egypt may confidently be expected.

The crude oil used for this purpose comes either from Roumania or from Sumatra and Java, the latter being considered rather superior.



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## BI-WEEKLY

## The Monitor

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# THE HOME FORUM

## QUEUELESS CHINA IS WONDER OF TODAY

CHINESE and the pigtail have always seemed inseparable ideas, and the fact that today scarcely a queue is to be seen in any of the great cities of China is more than strange; it is the last page of a volume of one book of history and the title page of the next. Every one knew that with the Manchu dynasty the queue must go, but few people could realize what it really meant, and that the discarding would be so universal. The transformation which has been effected seemed impossible to those who knew China.

Not so long ago a man without a Yet spring's awakening breath will woo the earth To feed with kindest dews its favorite flower. That blooms in mossy banks and dark some glens. Lighting the greenwood with its sunny smile. —Shelley.

## SIMPLICITY

WRITTEN FOR THE CHRISTIAN SCIENCE MONITOR

THE path which a child travels from ignorance to knowledge must of necessity be smooth and easy, the ascent almost imperceptible. And because children live almost wholly in the present it is difficult to hold their interest by the promise of some golden goal afar, therefore the way is made pleasant from the start. When Jesus said that one must become as a little child in order to enter the kingdom of heaven, he may have had reference to the simplicity and joyousness of the way into the kingdom as well as to the mental attitude necessary to perceive that way.

"Children," says Mrs. Eddy, "are more tractable than adults, and learn more readily to love the simple verities that will make them happy and good." "Will- ingness to become as a little child and to leave the old for the new, renders thought receptive of the advanced idea" (Science and Health, pages 236, 323). It is not the narrowness of the heaven- ward way that causes the struggles of mortals to keep therein, but their ap- parent inability, or else their unwilling- ness, to become childlike. Yet if child- likeness be the requisite for entrance into the true and permanent sense of life, then it cannot be beyond the

ability of any one to acquire; for God is "not willing that any should perish." It is not the difficulty, rather, that adult mankind has forgotten the keynote of childlikeness, simplicity.

Simplicity, what a dew-laden word it is, filled with the fragrant freshness of the morning! When one has learned that it is natural to be good, and that only good is natural, one knows that naturalness and simplicity are really the same. And lo, one has become as a little child and taken a step toward heaven; for heaven is but the achieve- ment of the complete separation of evil from one's consciousness of existence.

Of exceeding comfort is the knowledge that the grave does not lie between mor- tals and the dawning of this good sense, which is the spiritual sense, of life. Not death, but understanding, brings one to the day, and "Christ in divine Science shows us this way" (Science and Health, p. 242). The increasing understanding of true good enables one to see every problem of human experience in a dif- ferent and clearer light. Accompanying this heavenly understanding is the obli- gation of sharing one's larger knowledge with those who are as yet less blessed. It is not permissible, it is indeed impos- sible, to use truth for selfish ends. One must endeavor, and gladly, to present it to others in familiar ways. Serenity, patience and kindness can be understood by all. These, and kindred mental qual- ities, will aid distressed hearts to discern the divine indwelling in the daily life of the Master's faithful disciple. And the higher that disciple's spiritual attainment, the more simple and natural will become his outward expression, the deeper his compassion for those oppressed by fear. How reassuring to the mysti- fied and frightened fisherman in the dim dawn by the lakeside, must have sound- ed the homely, intimate query, "Children, have ye any meat?"

The consolation of the eternal mes- sage of the Master's resurrection is ever with the true Christian, although even to him the passing of friends from mor- tal view seems, as yet, somewhat as a going into another room. But he trust- ingly awaits and works for the fuller unfoldment in his own consciousness of the spiritual fact that there is in God's sight no passing, as Christ Jesus proved for the confidence of us all.

Let not the simplicity of the Chris- tian deny any from choosing it. Mortals love pomp and ceremony, crave deference to their belief in their own importance, but the boastful Philistine giant was rendered defenseless by the blow of a well-aimed stone flung from the sling of a shepherd-boy. Out of despised Nazareth came the Master of mankind.

And they are truly the Master's fol- lowers who, firm in the courage of in- nocence and faith, can face unflinching the organized forms of wickedness, or fear, whatever these may claim to be. Who, undecieved by any appearance, un- daunted by any assumption of authority, can come like David "in the name of the Lord," and with the simple truth destroy the evil that would discomfit them. In vain to such does subtlety put forth its blindingments, they cannot "be cor- rupted from the simplicity that is in Christ."

### New Bedford's Whaler

New Bedford is to be congratulated upon the gift of the bronze group, rep- resenting the whaler, for its municipal center. It will represent the ancient era in the city; the cotton mills, north and south, stand for the modern. —Fall River (Mass.) Herald.

WOULD we not make a covenant with ourselves and ask God to seal it with His blessing, that we will be kind, from the time we rise to the time we lie down—in our homes, in our offices, through our pleasure and through our work—to the people of our blood and to the people of our acquaintance? Might we not also go a little further and resolve that every day we will do at least one act of kindness to some neighbor? If every one did an act of daily kindness to his neighbor and refused to do any unkindness, half the sorrow of this world would be lifted and disappear. —Ian Maclaren.

Some there are who look stately and dignified in complete western habili- ments, but the change at present is not altogether an improvement so far as the general appearance is concerned. Those who have adopted European garb in its entirety look tolerably well, but those who combine a European cap with Chinese clothes have as yet no idea of the fitness of things in dress.

## JAVA IS ISLE OF BEAUTIFUL SCENERY

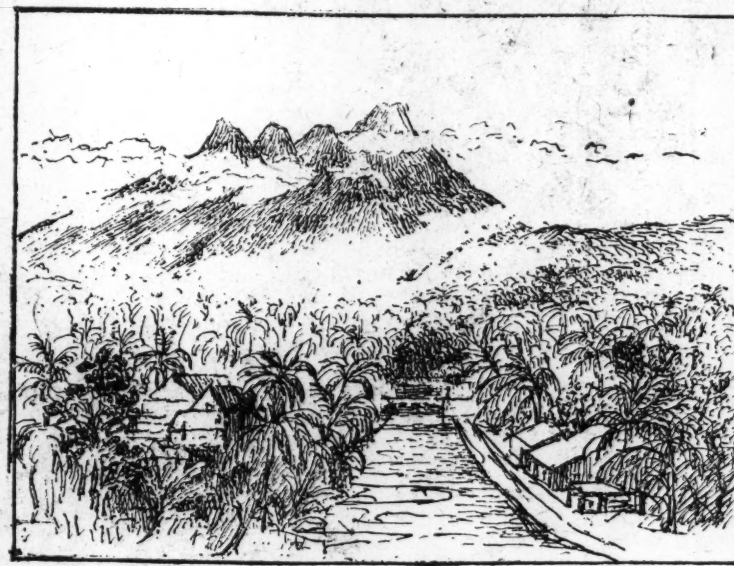
THE island of Java, justly called the "Pearl of the East Indies," and once a British possession, was ceded to the Dutch in the early part of last century, in exchange for some other islands of more strategic importance. The whole country is well developed, roads and rail- ways carrying the traveler everywhere, and often through scenery of extreme beauty—through groves of feathery palm trees or over the yellow-green rice or paddy fields stretching away toward mountain ranges intensely blue. The hotels, all of one story, are gen- erally built along two sides of a court- yard and surrounded with gardens, the long verandas hung with creepers and flowering plants; and here the early coffee, or later 5 o'clock tea, is served to the guests. The fore part of the day is given to work; but the midday meal over, every one retires into the shadowy recesses of his own back room, and soon silence reigns. All business, of whatever kind, is everywhere sus- pended for some hours.

Who can say in an eastern land like this that the fairy tale is wholly leg- endary, in which the prince comes to rescue his bride from the long sleep that has cast her, with her whole court, into profound oblivion?

Batavia, the capital and chief land- ing place, once left behind, the next point of interest is Buitenzorg, a typi- cal country town about two hours in- land, with villas embowered in green- ery, gardens and roadways lined with high shady trees, but unique in posses- sing a botanical garden famous through- out the world. Just within the gateway of this garden a stately avenue is en- tered; the trees, large-leaved, with

Heaven is the inward and imme- diate rule of the spiritual nature, that by its enlightenment subdues and eliminates evil and imperfec- tion. It is not a state of illeness or ecstasy, but of unremitting labor and usefulness, freed from the fric- tion that produces inharmonious- Wail.

Even a log can float with the current, it takes a man to fight sturdily against an opposing tide that would sweep his craft out of its course.—William George Jordan.



(Drawn specially for the Monitor)  
VIEW OF MT. SALAK FROM HOTEL BUITENZORG, JAVA

brilliant parasites depending from them, afford a grateful shade to the early risers who come here to enjoy the fresh- ness and have a stroll before breakfast.

The Governor's house, a low white building, is situated close to an artifi- cial lake, and here may be seen floating the huge, strong leaves of the Victoria regia, with each solitary flower rising pure and lovely from the water, though turning red later in the day. In a dell further down, reached by a flight of steps, is another lake with lotus flowers in great profusion, white, blue, pale pink and deep red. In this wonderful

garden every variety of orchid is to be found, as well as the speckled aristo- lochia, rare crimson pineapples and flow- ering trees innumerable; whilst through all this tangle of flowers, butterflies and moths on radiant wing flit to and fro in the clear air.

Not far outside the main entrance is the museum where curiosities of dif- ferent kinds are preserved in glass cases. The most striking of these is the collec- tion of native reptiles; and one of them, an enormous python, was caught in the river, somewhere below the cliff on which the hotel stands.

## FOR HE HAD NEVER BEEN AN EDITOR

THE things essential to the peace of one man often appear to his neighbor negligible, and there is no clearer illustration of this than in the laws of artistic form and expression, haggled over by artists in paint, in tone, in verse, or any other medium. The sonnet, for example, is to the poet a form as sacred as ever the rule of conduct was held by Mede and Persian. This verse-form is so clearly defined as an entity of 14 lines that to print a sonnet and leave out a line is not to print the sonnet at all.

Out of Indiana comes a wail that has echo instantly in the Bostonian breast. The Procrustean bed finds mod- ern prototype—and here's a chance for puns—in the "stone" of the make-up man on a daily paper. To link some

### An Invoice of Self

Let's get inside you and snoop around and invoice a little while. And see if it's doing you any good, this laying year on year. Let's find if you've changed for the bet- ter as the seasons marched in file. If things once dear aren't cheaper, things once held cheap aren't dear.

One time you lived for what you could get of glory and praise and pelf; Once you were even so small as to waste a thought on saving your soul. But now, if you've grown, you've begun to see your neighbor as soon as yourself. And now, if you've grown, you're too deep in the game to waste much thought on the goal.

The man you hated 10 years ago—don't you love him a bit today? For haven't you learned his viewing point and found the fault in your own? If occupations like these have busied you on the way, This living you've done has not been vain—you've grown, my lad, you've grown. —Strickland Gillian.

All men desire earnestly to have truth on their sides, few to be on the side of truth.—Archbishop Whately.

editorials, verses, jokes, recipes and the latest news hot from the telegraph wire. These various writings must be disposed of so as to equal in their sum so many square inches of space. That which is too short is "spaced" out with "leads," and no author objects, as it gives his work an extra air of importance; but alas for him when his production is too long! In such cases the dictum is never "off with his head," but off with his feet—the solid underpinning on which he stands. At least, in most good writing the final paragraph sees the conclusion of the whole matter, and especially in poetry the resplendence of being of the preliminary part often does not appear at all till the final quatrain. News, of course, crowds itself all into the early lines, if possible, for it has learned, like a cuttlefish, to concentrate all its intel- ligence in its head—made in the case of news with meticulous painstaking to fit the width of the column—so that what rags and tags of comment follow may be spared as well as not.

The Indiana man is a poet and he affirms that the last four lines of his sonnet were dropped from the news- paper page where the poem appeared. To his letter of remonstrance the editor re- plied as follows:

"Dear Sir: One could tell from a glance at your letter that you have never been an editor. You may know something about the difficulties of a writer, but you know nothing about the setting up of a page. You will under- stand that we cannot change the size of our paper every week to fit the articles contributed, hence we must of necessity make the articles fit the page by adding or subtracting from them. Your sonnet was the last thing on a column that was four lines too long, and there was nothing left for us but to drop the last four lines. After all, it does not spoil a son- net to cut three or four lines off of it, while it improves the page effect greatly. I hope you will see this in the right light and will not feel bad over it. Very truly yours,"

"How stupid of me to have objected," goes on the man of verse. "Truly, I knew nothing of the making up of a page. It is evident that when a column is four lines too long the last four lines must be cut. You couldn't expect one to take the lines out of some prose article in the middle of the column, be- cause the middle of the column was not too long; it was the last lines that were too long for the page."

There are more windmills in the western third of Kansas than there are in Holland. But the Kansas mill is distinctly different from the Holland mill. A few of the Dutch immigrants have brought over with them the old idea of great arms of canvas that re- volve slowly and dignifiedly.

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The great majority of mills are shop- made and may be installed for about \$75. But there are still thousands of home- made mills in the state—so many and of

such ingenious designs that Prof. Edwin Hinkley Barbour of the state university compiled a 77-page book, illustrated with dozens of photographs of the vari- ous types, which is printed by the agri- cultural department for free distribution among western Kansas farmers.

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"Why, no, Mrs. Chatterby," he said. "We had all the company we wanted, and our life was full of incident—some- times distressingly so."

"Still," she persisted, "you must have suffered untold hardships and privations."

"On the contrary, madam," rejoined the explorer, with a smile, "I have been tell- ing them all this season to large audi- ences." —Youths Companion.

## DEMOCRACY AND A MAIDEN'S SNOOD

FROM fashionable fads to democratic ideals is a far cry enough, yet a writer in a current magazine finds the fillets worn by the girls in his classroom a tie binding maiden to maiden in sister- hood. He admits this a sign of democ- racy and yet laments this fondness for all wearing the same thing—all shaking hands alike, all walking alike, all being alike in everything they do. Nobody

wants to be singled out from his fel- lows, nowadays, and among schoolgirls it actually takes so extreme a form that some of them refuse to develop certain talents because it would make them dif- ferent from the rest.

Individualism was the shibboleth of the nineteenth century, and democracy, it appears, of this. Eclecticism in col- lege was an ideal of the end of the last century which is already yielding to the call for a standard of culture to which all students should approximate to some degree before specializing studies are en- tered upon.

It would seem as if both these ideas, individuality and conformity to an ideal type, are true, and if it appears that in schools, as the teacher cited here com- plains, the younger students are so con- ventional and seem to avoid what will stamp them as "different," this youthful liking for the usual thing may be a wholesome sign of youth's progress through a strong community sense into

that differentiation of powers which should be rooted in common humanity, the essential unity of man. A passion for what is eccentric and what makes one conspicuous is a very plain mark of egotism. To love to be merged in the crowd of one's fellows is a sign of brotherhood. Only out of a wholesome perfectness of type can the most beau- tiful differentiation come. The best of the modern music makers, like Debussy, for example, are those who have studied most deeply into the standard works of the composers back of them. The com- posers who strike out for something new and strange without this grounding in the best of the past never have any- thing but an ephemeral accomplishment. In other words, in order to differentiate effectively one must have something to be different from, some point of depart- ure which is solidly grounded in those best ideas and ideals which the good and great of all past have wrought out together.

## AS TO SHAKESPEARE AND BACON

DISCUSSING the Shakespeare-Bacon controversy Dr. Furnivall has said: "Work at Shakespeare till you get to know him. Read his works in the order of their time till you get a grip of them. Then when you realize him, rejoice greatly. . . . Another interesting dif-

ference in the two men is the extraordi- nary development in mind and spirit, art and style, in Shakespeare, as shown by unsigned and unconscious signs as you follow him through his successive works. By merely marking the run-on and rhymed lines in your Shake- speare and his light and weak endings you can tell by glancing at any page to which of the four periods of his work it belongs. . . . from the sharp young manliness of 'Love's Labor's Lost' to the calm wisdom of 'The Tempest.' Note the very slight differences in Bacon's style at different periods of his life. . . . Those who know Shakespeare and have a grip of him know that Bacon could not have written the plays."

Dr. Furnivall notes some of Shake- speare's characteristics as follows: "He had the highest dramatic power, the highest poetic power, the greatest gifts of characterization, the greatest gifts of humor; he had a charming fancy and a romantic unselfish nature, a wonderful insight into women and a strong love for them." The one Shakespeare character with whom Bacon could have sym- pathized, thinks Dr. Furnivall, is Cerimon in "Pericles."

## New Theory of Etrurian Language

M. Martha has been engaged for no less than 25 years in making the most careful researches which have now, as he announced recently to the Academie des Inscriptions et Belles Lettres at Paris, culminated in his having deciphered the Etrurian tongue which has been lost to scholars for over 20 centuries. By a system of comparison and elimination he has come to the conclusion that it is related to the tongues of the Huns and Finns and Laplanders and certain lan- guages spoken in southern Siberia. He has been finally able to translate a num- ber of texts found on stones, old vases and linen cloths. The longest of these texts is now preserved in the museum of Agram. M. Martha will soon submit his system of deciphering to his col- leagues, and will afterward make it public.

### First Voters

Even young men who are employed in the Wall street and dry goods dis- tricts have formed a First Voters' Club, says the New York Tribune. "There certainly never was a political club like ours," said one of the eleven, "for we are not of the same party and are not agreed as to candidates. We are trying to get as many members as we can, and after the candidates have been named there will probably be a split, resulting in two clubs." At their second meeting the young men were entertained by a "veteran voter" with campaign stories and a display of badges, banners and other oldtime campaign paraphernalia, including caps, capes and torches, used by the "Wide Awakes" and "Little Giants" in the Lincoln-Douglas cam- paign of 1860.

## KANSAS AS A RIVAL OF HOLLAND

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# THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear, then the full grain in the ear."

## EDITORIAL

Boston, Mass., Saturday, March 2, 1912

### The Business Situation

CONSERVATISM of a most pronounced character is still the dominating feature of business. The consensus of opinion seems to be that fundamental conditions are sound, but this does not furnish the desired assurance to timid capital. Soil conditions are propitious for a record-breaking harvest next summer, but last year even the realization of abundant crops did not stimulate industry to any extent. Those who have money to invest refuse to allow it to be tied up for a long period. Consequently corporations whose needs require the borrowing of large funds are obliged to issue short-term notes at an attractive interest rate instead of low interest bearing long-term bonds. It is a more expensive method of financing for which the investment-buying public is responsible.

This is only one phase of the situation. The cautious attitude of business men is seen in the manner in which they buy and sell. There is little contracting for the future. Stocks and supplies are low. It has been years since railroads have purchased new equipment in such limited amounts as during the past two years. It is a fact that notwithstanding the general business recession, practically every available freight car of the American railroads is now in service. The old wooden cars are rapidly going to the scrap heap and replacements have not been as extensive as future necessities are likely to require. When business improves, as it is almost certain to do soon, temporarily at least, some of the important systems are likely to find difficulty in supplying themselves with needed equipment. There is consequently the certain prospect that the car manufacturing industry will be given an impetus soon. Railroads will be compelled to buy new equipment whether the financial markets are propitious or not. There are other iron and steel consuming industries that are bound to benefit by the actual necessities of other lines of trade which have been doing a hand-to-mouth business for a long time.

Of course, a sudden or extensive boom is not expected by any one. But it is gratifying to know that even with the rather turbulent political, social and industrial conditions existing throughout the world, business is as good as it is. It is far better than pessimistic utterances of many captains of industry would indicate. It may surprise some to know that the present volume of shipments of the United States Steel Corporation is the largest in its history, and operations are about eighty-seven per cent of capacity. Prices are low and profits small, but this does not alter the fact that there is still a large amount of business being transacted in iron and steel. Some of the independent companies are not doing so well, perhaps, and in some cases dividends have had to suffer on account of the smaller margin of profit. Steel-consuming concerns have the advantage of lower prices. Labor is getting the benefit of employment, and if the industrial world moves along even at no faster pace than at present, there should be reason for contentment and gratitude. What is much needed now is reestablishment of confidence.

### Tremendous Profits in Steel

A SPECIAL expert accountant, acting in behalf of the steel trust investigating committee of the national House of Representatives, has uncovered some amazing facts with relation to the business of the United States Steel Corporation. Its net profits for a period of nine years, it appears, were \$1,029,685,389, or the equivalent of \$13 on every ton of its finished products. It made money out of everything it touched, not even excepting a philanthropic project for furnishing its employees through company stores with supplies "at prices less," according to Judge Gary, "than they could purchase the same things elsewhere." This philanthropy, if the expert accountant is accurate in his figures, yielded the steel corporation a net profit of 100 per cent on the investment. The total earnings of the Union Supply Company, the title borne by the benevolence, from 1902 to 1910, inclusive, were \$4,339,140 and the dividends paid were \$3,550,000. According to the expert, the cost of the Union Supply Company was \$274,000, while the corporation claims interest on an investment of \$1,398,873, of which \$615,641 is surplus.

More than a billion of net earnings, of course, has been divided; doubtless it has entered largely into other investments and the development of other enterprises. The fees received by the banking firm of J. P. Morgan & Co., consisting of \$62,500,000 for promotion and \$6,800,000 for carrying on a bond conversion scheme, are remarkable and beyond precedent; but everything connected with the gigantic enterprise is remarkable and most things related to it are beyond precedent. The national development of which it is an expression is remarkable and beyond precedent. Opportunities such as had never been known previously, the result at once of a phenomenal material expansion, of the discovery of an almost exhaustless source of iron ore in the Mesaba region and of inventions that cheapened the manufacture of steel, came to the promoters of the corporation, and these opportunities were seized and taken advantage of, apparently, to the very limit.

Thirty years ago it would have seemed incredible that fortunes like those that have been accumulated by the leading figures in the steel combine could be made. They could not have been made had it not been for the prosperity that has attended all other forms of activity. And here arises a question: Aside entirely from the personal phases of this matter, should the country be more content that the stupendous structure reared by the steel interests has proved successful than it would be had it failed? In other words, are we glad or are we sorry that those who went into the venture, with practically unlimited confidence in the country and its possibilities, are able to produce unquestionable proof of the soundness of their judgment? Here is opportunity for an interesting study in ethics, human nature, popular sentiment.

PERHAPS the Mexican border might be moved farther south where Mexico could take better care of it, or farther north where the United States could attend to it more closely.

AMONG other things likely to go in China under the new order of things are the old city walls, but if China is wise she will preserve them for the advancement of tourist traffic.

### Preserving Indian Records

THE idea of preserving records of American Indian life is again put forward, this time by Alexander Konta of the Modern Historic Records Association. We have had occasion to touch upon this matter heretofore in connection with the general scheme of preserving historic records by the employment of the phonograph and kinetoscope. The Indian, it has been pretty clearly established in these later years, is not disappearing; on the contrary, he appears to have taken a firm hold upon civilization and in some quarters, at least, to be growing up with it and becoming a part of it. But the Indian as he was known to this continent, even to so late a date as forty years ago, is rapidly vanishing. At the most, the American Indian of history and legend is now to be found, not on the boundless plains, but in the bounded reservation.

Mr. Konta says that the Indian is either gradually disappearing or he is adopting the white man's civilization and adapting himself to it. We think the latter is the case. But in any event, if records are to be made that will stand the tests to which the scholarship of the future will undoubtedly subject them, now is the time to make them. The Indian schools, speaking for the Indians in the United States and Canada, are contributing as much as any other factor toward reducing the Indian, once so romantic a figure, to the common level, and the next twenty-five years, perhaps the next ten, will introduce him into all the activities of modern business and professional life.

The making of records that will give motion pictures of the American aborigine to future generations will not, of course, if present plans are carried out, be confined to those tribes or remnants of tribes best known to North America; the purpose is to cover the three Americas, to preserve in voice, language, costume, form, the manners, customs, characteristics of the native Indian from Tierra del Fuego to the north pole. The undertaking is as deserving as it is promising. That it will be costly there can be no doubt. It is an enterprise that should be taken in hand and without delay, and the United States government might do worse than to make a contribution toward its accomplishment that would have, in the eyes of all the other governments of these continents, the force of a good example.

### Steadiness

THERE is a campaign coming in the United States and although the present English government seems secure, at least for a time, England has more or less a campaign on her hands at all times. In the United States men will fancy themselves earnest when they are strenuous and strenuous when they are excited; the amount of bad grammar that will be talked in platform and on the stump and hustings is incalculable; adjectives will flow like water and the rights of man, the social contract, popular aspirations, square deals, incendiary mischief making, all these pleasant phrases will lead a busy, shuttle-cocking life until the election is over. It is better to laugh a little at the situation because it is not a laughable one by any means, but the man that has any wish to be a patriot in the real sense, will first and last make every effort to be cool and to keep his temper. There is much good sense used in the art of pugilism and one of the first things that the adepts in its mysteries will tell the learner is, keep your temper, which is no more than a warning to keep cool. We do not pretend that it is as easy to follow this advice as to give it; it is not and sometimes a man does not wish to do so. There are few things more pensively exhilarating than to fasten one's teeth in a grievance and freedom takes a mournful delight in shrieking every time that Kosciuszko falls. There are times when it is much more agreeable to be a martyr than to go through the laborious process of doing justice to martyred and oppressed alike. It is hard for a man that struggles with a burning sense of wrong to keep cool and not to give vent to what is in his breast. It is a cheap loftiness to tell such an one to be philosophical and judicial, yet it can be told him when it is shown to him as a service to mankind, for all the time that statesmen are wrapping themselves in their togas and gnashing their teeth, all the time that editorial writers are furiously raging, the good, homespun fabric of every day life unfolds before us, a thousand times more complicated and absorbing than the melodramatic events that here and there dot existence. If all the prominent figures in American and English politics were put on board a comfortable German ship and sent for a ten-year cruise in the jeweled waters of the southern seas, does anybody suppose that their respective countries would not go about their business as before? No man is the official custodian of the linchpin of a nation, and for this reason alone all men can afford to keep cool and do their best. That is what their country asks of them and has never asked in vain. Fellow Americans and Fellow Britons, you have no pyramids, or Napoleons or centuries looking at you, but you have the silent longing of honest women and honest men to guide you and to tell you above all things to keep your heads steady and your hearts pure. It is a hard job, but that is why you are going to do it.

WILLIAM JENNINGS BRYAN declared at Denver a few nights ago that nothing could induce him to enter the presidential race. How would he feel if circumstances should conspire to make it a walk-over rather than a race?

PARIS is paying bands to march and play through the streets. The idea is not a bad one. A good marching tune by a brass band, especially where there is no procession behind it, brightens everybody.

IF IT is a mere question of Japan's spending more money than the United States on prospective naval junk, why enter into competition with the island empire?

IT is getting to the point where people have as little confidence in the straw vote as they generally feel in the numerously-signed petition.

THE count now stands nine governors to eight, or was it seven? But, as a matter of fact, in cases of this kind governors do not count.

THE story that the island of St. Thomas is for sale will not tempt the experienced newspaper man to invite a contradiction.

IT WOULD seem as if the particular specialty of Juarez were to fall. It almost anticipates necessity by falling in advance.

FEBRUARY did not cut a figure this year. It will do it next year, however, and the two years following.

### Sailing in the Wee Sma' Hours

THE Lusitania pulled out of her dock not long ago at 1 o'clock in the morning, and this is to be her New York sailing time and the sailing time of her sister ship, the Mauretania. Two principal reasons are given for making the change. The harbor is more free of shipping in the small hours than in the daytime, and the new hour of starting will enable the vessels to land their passengers at Fishguard so that they may reach London and make more convenient connections with continental boats and trains. The great ocean liners can now gauge their time of arrival on the other side almost to the minute; crossing the Atlantic no longer involves much guesswork as to the date of arrival.

But will all this compensate for the ovation on the pier? Half, if not two thirds, of the pleasure of going abroad to many people has come from the adieu on the dock. To go abroad without hearing "Well, good-by," "Don't forget the picture postals," "Write the minute you land," "Well, good-by," "Oh, I wish I were going with you," "Don't forget to tell me all about Paris," "Well, good-by," without hearing the click of cameras, without the waving of handkerchiefs, without all the yelling and farewelling that has attended the departure of steamers for a generation, will, for a while, at least, seem almost like not going abroad at all.

If it were not for the consolation offered by the steamer letters, it is quite probable that many who go abroad, and especially those who go abroad for the first time, could not stand the deprivation incident to this change. But at 1 a. m., when the vessel is pulling away from a desolate dock, it will be possible to think of the steamer letters for which one has arranged before starting. Their contents as well as the names attached to them are all known; they are the names of obliging friends, and the contents are all formed on one model; but it is a delightful thing to step up to the ship's postoffice at 10 a. m. and have handed out to one a large bundle.

Let us hope that the abolition of the pier ovation, the dock adieus, may not be followed by the abolition of the steamer letters. Then there would be nothing left to the ocean voyage but the trip abroad and the opportunity of seeing all the strange and beautiful things of Europe. In time, perhaps, these attractions will be sufficient, but it will hardly do to get down to them all at once.

### Brazil's New Sugar Chances

COMPETITION between cane sugar and beet sugar having virtually ceased—the demand for sugar in any form and from any source increasing so fast that the product constantly finds an unsatisfied market—some of the countries that in former years were conspicuous for this plantation output have again entered the lists as producers of cane on a large scale. Very early in the exploitation of South America Brazil became famous for its native sugar. Yet the Spaniards and Portuguese, who found sugar cane in the country, did not at first devote their attention to its further cultivation there. After learning from the Indians the methods for growing cane the pioneers in the new world established factories in Madeira and in the Canaries, and toward the first quarter of the sixteenth century in Brazil itself.

For many years the production of cane sugar in Brazil has remained stationary. The same can be said about most of the Latin-American countries in which cane can be grown successfully. But enterprising Brazilians believe now that no other nation stands a better chance than theirs to get into the export sugar trade, and for this reason new companies have been formed which will undertake plantation development on an elaborate scale.

The world's production of cane sugar is estimated at close to 9,000,000 tons annually. Brazil's output of about 300,000 tons does not loom conspicuous before the larger figure. But by virtue of its location, occupying as Brazil does a middle ground between the republics to the north and the great stretches of Argentina southward, and with a coast line that offers magnificent traffic opportunities, the nation's intent to add a little "sweetness" to existence may be the beginning of a new cane sugar development that will extend into the neighboring countries. Certainly, there, also, chances for success are at hand. The halt in Latin-American sugar productivity might perhaps have been avoided, but now that the various countries are anxious to become purveyors as well as consumers, something permanent may be expected from the recent efforts to make the native article once more a factor in the world's supply.

### An All-America Enterprise

THREE years hence, when the Panama-Pacific exposition throws open its doors to the world, there is little doubt that the world itself will be fully represented to see San Francisco enter again into the limelight. In a very marked degree the occasion will find the Latin-American republics interested participants. For it is through the effort of a country which had the means wherewith to unite the Atlantic and Pacific waters for the benefit of the world's shipping that the Panama canal will prove of value to the southern neighbors. So it would be little less than a grave mistake were the Latin-American countries not to be conspicuous at the San Francisco exposition.

That there is no intention to be absent on the part of the Latins is apparent from what is already assuming concrete shape in a number of the South and Central American countries. It will, perhaps, be the first time in the history of all-America that a great event calls for united efforts to make of an exposition a truly international affair, but at the same time the specific purpose of the canal exacts that the American nations join issue so that Europe and Asia may see that from the vast reaches of the Canadian Dominion to the southernmost part of Argentine and Chile the waterway which sunders the two western continents in reality binds them closer than ever.

There are forming in the various countries to the south national committees whose duty it will be to make such selections of displays as will prove characteristic of the regions represented. Of course, Latin-America has never been a laggard in representation at other expositions in the United States and Europe. The Chicago World's Fair and the Louisiana Purchase Exposition are witnesses to that effect. As the coming event at San Francisco will be unique, so likewise the various displays promise originality. The architects of the Panama-Pacific exhibition have planned with a view to exemplify a construction Latin in conception and execution and with such a setting as will show the South and Central American nations happily domiciled in harmony, with the purpose of an all-America manifestation of progress and prosperity.